Llanrwst Road, Gyffin, Conwy

TRANSPORT ASSESSMENT

Report prepared for
Adra (Tai) Cyfyngedig

November 2025

Report Reference 1816/3/A

ASHLEY HELME ASSOCIATES

Transport Assessment

Llanrwst Road, Gyffin, Conwy

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1 Introduction

1.1 Ashley Helme Associates Limited (AHA) are appointed by Adra (Tai) Cyfyngedig to prepare a Transport Assessment (TA) report to support the planning application for a residential development on Land off Llanrwst Road, Gyffin, Conwy (henceforth referred to as the Site). The location of the Site is indicated on Figure 1.1, in the context of the local highway network.

1.2 This TA report supports an application for a development of up to 95 dwellings.

1.3 Scope of the Report

1.3.1 The transport policy context for the proposed development is outlined in Chapter 2. The principles of the access strategy adopted for the proposed development are also discussed in Chapter 2, and this provides the means to achieve transport policy objectives. It is fundamental to the approach of the applicant, as represented in this TA, that a holistic view is taken of the consideration of access to the proposed development by all modes of transport.

1.3.2 The issues addressed within the TA fall broadly into the following areas:

(i) Accessibility by non-car modes, and
(ii) The vehicular traffic impact on the operational performance of the local highway network.

1.3.3 The local highway network is described in Chapter 3. The proposed Site access arrangements are outlined in Chapter 4.

1.3.4 The transport sustainability of the proposed development is a key issue, as set out in the Planning Policy for Wales. Accessibility issues are identified in Chapter 2, and an accessibility appraisal of the Site by non-car modes is presented in Chapters 5 (Walk & Cycle) and 6 (Public Transport), using an accessibility mapping methodology. The planning application is accompanied by a Travel Plan and this is summarised in Chapter 7.

1.3.5 The estimation of the development generated trips and associated With Development traffic flows is presented in Chapter 8. Modelling of the impact of development traffic on the highway network is described in Chapter 9.

1.3.6 The conclusions of the TA are presented in Chapter 10.

2 Policies & Principles of Access Strategy

2.1 A holistic approach is adopted for the desired access strategy. Due cognisance is taken of a range of relevant policy documents and considerations that represent current national and local policies. These include:

- Planning Policy Wales, February 2024;
- Conwy Local Development Plan (2007-2022),
- North Wales Local Transport Plan, 2015.

2.2 A general thrust of current national and local policies is to promote and deliver sustainable transport objectives, and this is a key factor in defining the access strategy for the proposed development.

2.3 There are a range of documents that provide advice and guidance identifying that the historic approach of adopting rigid highway design standards and considering this in isolation is not appropriate or desirable in today's world. This includes, for example, Manual for Streets (MfS) and the associated Manual for Streets 2 (MfS2).

2.4 Planning Policy Wales

2.4.1 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes (TANs), Welsh Government Circulars, and policy clarification letters, which together with PPW provide the national planning policy framework for Wales.

2.4.2 Strategic and Spatial Choices

2.4.2.1 Paragraph 3.12 of PPW states:

"Good design is about avoiding the creation of car-based developments. It contributes to minimising the need to travel and reliance on the car, whilst maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys. Achieving these objectives requires the selection of sites which can be made easily accessible by sustainable modes as well as incorporating appropriate, safe and sustainable links (including active travel networks) within and between developments using legal agreements where appropriate.''

2.4.2.2 In paragraph 3.13, PPW makes it clear that:

"Existing infrastructure must be utilised and maximised, wherever possible. Where new infrastructure is necessary to mitigate transport impacts of a development and to maximise

accessibility by sustainable non-car modes, it should be integrated within the development layout and beyond the boundary, as appropriate. This could include works to connect cycle routes within a site to a wider strategic cycling network or provision of bus priority measures on highway corridors serving a new development."

2.4.2.3 With respect to accessibility, paragraph 3.49 of PPW states:

''Spatial strategies should support the objectives of minimising the need to travel, reducing reliance on the private car and increasing walking, cycling and use of public transport. Spatial strategies should be informed by the development of an integrated planning and transport strategy, which takes into account the transport considerations set out in the Active & Social Places chapter 4, as well as the transport infrastructure considerations contained in the Productive & Enterprising Places chapter 5.''

2.4.3 Active and Social Places

2.4.3.1 With regard to transport, PPW states in paragraph 4.1.1 that:

''The planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. By influencing the location, scale, density, mix of uses and design of new development, the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution by:

- *Bringing services to people to reduce the need to travel. This is not about preventing travel altogether, it is about planning ahead for better physical and digital connectivity to support access to more local services, and more home and remote working. If more people can walk and cycle for everyday trips, we will reduce our dependency on cars.*
- *Allowing people and goods to move easily from door-to-door by accessible, sustainable and efficient transport. To achieve this, we will need to invest in reliable, efficient and affordable transport services that people want to use, can use and do use. We also need the transport infrastructure to support those services. We will make sure our transport infrastructure is safe, accessible, well-maintained and future-proofed, to adapt to climate change.*
- *Where we need new transport infrastructure, we will use the sustainable transport hierarchy to give priority to meeting the demand for travel by walking, cycling and public transport ahead of private motor vehicles.*
- *Encouraging people to make the change to more sustainable transport. If we are going to meet our climate change targets, we also need people to travel differently. Which means making it easier to do the right thing. We will do this by making low-carbon sustainable transport more attractive and more affordable, and by adopting innovations.''*

2.4.3.2 The role the planning system has in sustainable transport is addressed in paragraph 4.1.10, which states:

''The planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:

• are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
• are designed in a way which integrates them with existing land uses and neighbourhoods; and
• make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.''

2.4.3.3 Further stating in paragraph 4.1.11 that:

''Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services. Importantly, sustainable transport infrastructure and services should be prioritised and put in place from the outset, before people have moved in and travel patterns have been established.''

2.4.3.4 PPW recognises the importance of Active Travel in relation to new developments and states in paragraph 4.1.30 that:

''New development places additional demand on transport infrastructure and networks, with the location, layout and design of development affecting the distance and way in which people travel. Developing local active travel networks can help to mitigate the impact of new development, by providing an alternative mode of travel to the private car, particularly for shorter journeys. Provision for active travel must be an essential component of development schemes and planning authorities must ensure new developments are designed and integrated with existing settlements and networks, in a way which makes active travel a practical, safe and attractive choice. As outlined in paragraph 4.1.11, active travel infrastructure should be put in place early on in a development, and before the people living there move in, to support active and healthy travel patterns from the outset.''

2.4.3.5 With respect to public transport, PPW states in paragraph 4.1.36 that:

''The availability of public transport is an important part of ensuring a place is sustainable. It enables people to undertake medium and long journeys without being dependent on having access to a car. The planning system should facilitate this by locating development where

there is, or can be, good access by public transport. The design, layout, density and mix of uses of a place are also fundamental to sustaining public transport services, and encouraging and enabling people to use them.''

2.4.3.6 Paragraph 4.1.57 sets out the requirements for developments to be supported by Transport Assessments and Travel Plans and states:

''Planning applications for developments, including changes of use, falling into the categories identified in TAN 18: Transport29 must be accompanied by a Transport Assessment. In addition, in areas where the transport network is particularly sensitive, planning authorities should consider requiring Transport Assessments for developments which fall outside of the thresholds set out in TAN 18. Transport Assessments can be required for any proposed development if the planning authority considers that there is a justification or specific need. Transport Assessments provide the basis for negotiation on scheme details, including the level of parking, and measures to improve walking, cycling, and public transport access, as well as measures to limit or reduce levels of air and noise pollution. They should cover the transport impacts during the construction phase of the development, as well as when built and in use. Transport Assessments also provide an important basis for the preparation of Travel Plans. Further guidance on Transport Assessments and Travel Plans is contained in TAN 18.''

2.5 Conwy Local Development Plan 2007-2022

2.5.1 The Conwy Local Development Plan 2007-2022 was adopted in October 2013. The plan sets out the strategic objectives in the period 2011-2022. A replacement plan is currently being produced, but this has process is still ongoing.

2.5.2 Strategic Policy STR/1 deals with sustainable transport, development and accessibility. It states:

''Development will be located so as to minimise the need to travel. Convenient access via footways, cycle infrastructure and public transport should exist or be provided where appropriate, thereby encouraging the use of these modes of travel for local journeys and reducing the need to travel by private car and improving the accessibility of services to those with poor availability of transport. The Council will endeavour to improve accessibility and seek to change travel behaviour. This will be achieved by working with our partners to:

a. Focus future development in the Plan Area in highly accessible locations, predominantly along the A55 and railway network within and on the edge of the Urban Development Strategy Area within the coastal belt in line with Policy DP/2 – 'Overarching Strategic Approach'. All development proposals will be assessed against the Council's Parking Standards as set out

in Policy STR/2 – 'Parking Standards', mitigate travel in line with Policy STR/3 – 'Mitigating Travel Impact' and promote sustainable modes in line with Policy STR/4 – 'Non-Motorised Travel';
b. Safeguard land to promote accessible communities that encourage integrated sustainable modes of travel in line with Policies STR/5 – 'Integrated Sustainable Transport System' and STR/6 – 'Railfreight'. The Council will further improve public transport and promote sustainable modes and improvements to public transport services. Improvements to rail stations and bus stations will be sought to assist as interchanges between modes and promote sustainable travel behaviour. Development shall contribute towards these improvements where the need is required in line with the Policies DP/1 to DP/6. Improvement routes identified in the Regional Transport Plan for Conwy shall be safeguarded;

c. Promote walking and cycling throughout the Plan Area as part of an integral and highly sustainable means of transport in line with Policy DP/4 – 'Development Criteria'. The design and construction of walking and cycling facilities and infrastructure will be improved to make walking and cycling more attractive, direct and safe in line with Policy DP/3 – 'Promoting Design Quality and Reducing Crime'. Quality and convenient pedestrian crossings will be promoted to facilitate safe and direct movement across busy roads. Development shall contribute towards these connections and quality cycle parking where appropriate in line with The Development Principles and the Council's Parking Standards set out in Policy STR/2;

d. Transport schemes which lead to improvements in accessibility will be supported in principle. In considering development proposals, the potential for more sustainable means of transport related to the uses and users of the development must be addressed, including the preparation of Travel Plans.''

2.5.3 Policy STR/2 deals with car parking and states:

''1. Car parking provision should be in accordance with the Council's maximum standards, to reduce dependency on the car and to promote more sustainable forms of transport.
2. In locations with good accessibility to facilities and services, and served by high quality public transport, the Council will seek to reduce the amount of car parking provided, in line with the Conwy Parking Standards.
3. Secure cycle storage should be provided in accordance with the Council's standards.''

2.5.4 Policy STR/3 sets out the Council's position with respect to mitigating travel impact and states:

''1. New developments will be required to mitigate the undesirable effects of travel such as; noise, pollution, impact on amenity and health and other environmental impacts.

2. Where a proposed development is likely to have significant transport, social or environmental implications, the Council will require developers to submit a Transport Assessment and a Travel Plan with the planning application. A Road Safety Audit may also be required.
3. Where the proposed development is considered to have significant transport implications on a wider area, financial contributions will be required towards improvements in transport infrastructure, in particular to support public transport, cycling and walking, in accordance with the development principles in Section 4 – Spatial Policies and Supporting Development Management Policies.
4. The Council may also require developers to submit a Transport Statement for other development proposals where there is need to understand the traffic impact of the proposal.''

2.5.5 Policy STR/4 relates to non-motorised travel and states:

''The Council will support increased levels of non-motorised travel, including cycle use and walking, by ensuring that travel generating developments are located and designed to facilitate and encourage short distance trips between home, work, schools and colleges, other suitable destinations and for leisure. Apart from minimising the distance between trip origins and destinations, development proposals should ensure:

a. That adequate safe and secure cycle parking is provided in accordance with the standards in Policy STR/2;
b. That detailed designs and layouts encourage cycling and walking.''

2.5.6 Policy STR/5 sets out the Councils position in relation to an integrated sustainable transport system. This states:

''In order to improve the transport system, accommodate development needs and enhance communities, the following schemes will be safeguarded and promoted as shown on the Proposals Map:

a. Llandudno Railway Station – Deliver a high quality sustainable transport interchange facility;
b. Llandudno Junction – Improve integration and enhance access to the retail, leisure, entertainment and business areas through the creation of a new footbridge from Llandudno Junction Railway Station;
c. Foryd Harbour – Promoting the Sustrans National Cycle Route 5 and a new connecting pedestrian/cycle bridge at Foryd Harbour in Kinmel Bay;
d. Kinmel Bay – To promote a link road between Parc Hanes and Ogwen Avenue to improve overall access in the area;

e. Former Vale of Clwyd Railway in Kinmel Bay – Safeguard as a route to promote improved community access;
f. Wales Coastal Path Improvement Programme and the Conwy Rights of Way Improvement Plan – To improve accessibility to the coast and countryside for local communities and visitors;
g. Colwyn Bay – Improved access between the town and the seafront as part of the Colwyn Bay Masterplan and coastal defence project.''

2.6 North Wales Joint Local Transport Plan (LTP)

2.6.1 The North Wales Joint Local Transport Plan was published on 30th January 2015 and is the statutory document for transport for Conwy, Denbighshire, Flintshire, Gwyned, Anglesey and Wrexham.

2.6.2 In chapter 3 of the document, it sets out the vision for transport in North Wales and states:

"*The North Wales Local Authorities aim to remove barriers to economic growth, prosperity and well-being by delivering safe, sustainable, affordable and effective transport networks.''*

2.6.3 In chapter 4, the document identifies the key transport issues for North Wales, being:

''Key Transport Issues for North Wales

- *The ability of the strategic trunk road and rail corridors to provide the necessary good connectivity, for people and freight, within North Wales, to the ports and to the rest of the UK to support the economy and jobs, including tourism;*
- *The lack of resilience of the road and rail networks to planned and unplanned events including extreme weather;*
- *The need for good access to and between the three Enterprise Zones in North Wales;*
- *The lack of viable and affordable alternatives to the car to access key employment sites and other services; and*
- *The need for good road links to / from the trunk road network into the rural areas to help retain the viability of local businesses and support the Welsh language and culture.''*

2.6.4 The document sets out a number of interventions/improvements to address the key transport issues and the vision of the LTP. These include schemes in Conwy. Measures to monitor and evaluate the interventions/improvements are outlined in the document.

2.7 Principles of the Access Strategy

2.7.1 The access strategy for the development provides the means to achieve the identified policy objectives by optimising the opportunity for access to/from the Site by non-car modes. This is in accordance with all local and national policies.

2.7.2 The accessibility of the Site for those travelling on foot and cycle is reviewed in Chapter 5, and takes account of the existing and proposed facilities. The current accessibility of the Site by public transport is outlined in Chapter 6 herein, together with the development proposals for public transport. The proposed development takes account of the needs of the mobility impaired.

2.7.3 The Access Strategy for the development is cohesive, reflecting the need to appropriately consider and enable provision for the movement of people and goods. This includes considering, inter alia:

- Permeability of the Site from/connection to the surrounding locality, for all modes of transport, motorised and non-motorised,
- Internal access arrangements, all to be the subject of reserved matters application(s), should minimise distance travelled by all modes (where appropriate),
- Emergency access requirements must be met.

2.7.4 The development proposals adopt an integrated approach to managing travel demand, offering safe and sustainable access for all by a choice of sustainable transport alternatives, between homes and employment and a range of services and facilities, such as retail, health, education, and leisure.

2.8 Summary

2.8.1 In summary, the development proposal respects and promotes the principles of transport sustainability, and is consistent with national and local transport policy objectives.

3 Highway Network

3.1 The Site is located on land Llanrwst Road, Gyffin, Conwy. Figure 1.1 presents the location of the Site in the context of the local highway network.

3.2 Llanrwst Road

3.2.1 The B5106 Llanrwst Road is a single carriageway road and subject to a 20mph speed limit along the majority of the Site frontage, before changing to a 40mph speed limit.

3.2.2 Llanrwst Road is circa 6.5-6.8m wide in the vicinity of the Site. There is no footway on either side of the road along the Site frontage. Footway on the west side of Llanrwst Road at the junction with Bryn Tirion Park (the short cul-de-sac road) and on the east side of the road circa 20m south of Bryn Tirion Park.

3.2.3 Llanrwst Road is a bus route and there are existing bus stops to the north of the Site on Llanrwst Road in the vicinity of the junction with Bryn-Seiri Road.

3.3 Study Network

3.3.1 Traffic generated by the Site will pass through the following junctions that comprise the TA study network of junctions:

REF	JUNCTION	CONTROL
SJ1	Site/Llanrwst Road	priority;
SJ2	Llanrwst Road/Mill Hill/New Street	priority;
SJ3	A547 Castle Square/Llanrwst Road	mini-roundabout;
SJ4	A547 Rose Hill Street/Castle Street	priority;
SJ5	St Agnes Road/Sychnant Pass Road	priority.

3.3.2 Figure 3.1 shows the location of the study junctions. The local highway authority Conwy County Borough Council (CCBC) is responsible for the TA study junctions.

3.4 Existing Junction Geometry

3.4.1 The existing study network junctions are presented on the following drawings:

REF	JUNCTION	DRAWING No
SJ1	Site/Llanrwst Road	1816/06/A;
SJ2	Llanrwst Road/Mill Hill/New Street	1816/03;
SJ3	A547 Castle Square/Llanrwst Road	1816/04;
SJ4	A547 Rose Hill Street/Castle Street	1816/04;
SJ5	St Agnes Road/Sychnant Pass Road	1816/05.

3.4.2 SJ1: Site/Llanrwst Road

3.4.2.1 It is proposed to provide a new priority-controlled T-junction on Llanrwst Road to serve the proposed development. The Site access proposals are presented on Drg No 1816/06/A and described in more detail in Chapter 4.

3.4.3 SJ2: Llanrwst Road/Henryd Road/New Street

3.4.3.1 Llanrwst Road forms a priority-controlled junction with Mill Hill and New Street. Henryd Road also forms a priority-controlled junction with Mill Hill very close to SJ2. The existing layout of SJ2 is presented on Drg No 1816/03.

3.4.3.2 The junction is subject to 20mph speed limit. There is footway on both sides of Llanrwst Road at the junction, though a building on the south side of the road significantly reduces the footway for a short distance. There is footway on both sides of Mill Hill and on the north side of Henryd Road. There is no footway on New Street.

3.4.4 SJ3: A547 Castle Square/Llanrwst Road

3.4.4.1 Llanrwst Road forms a mini-roundabout junction with the A547 to the northeast of the Site. The existing layout of SJ3 is presented on Drg No 1816/04.

3.4.4.2 There is footway on both sides of the A547 at SJ3. There is also footway on the B5106 Llanrwst Road at the junction, but a short distance south of the junction the footway on the east side of the road terminates and the footway on the west side feeds into steps that run parallel to the road.

3.4.4.3 There is a staggered assisted pedestrian crossing on the eastern arm of the junction. Street lighting is present at the junction.

3.4.4.4 There narrowing of Llanrwst Road due to the castle walls to the south of the junction. Priority is given to south bound vehicles where the road narrows.

3.4.5 SJ4: A547 Rose Hill Street/Castle Street

3.4.5.1 The A547 forms a priority-controlled T-junction with Castle Street circa 40m west of SJ3. The existing layout of SJ4 is presented on Drg No 1816/04.

3.4.5.2 The A547 Rose Hill Street is one-way in the western direction and Castle Street is one-way in a southbound direction at the junction.

3.4.5.3 There is footway on all arms of the junction and a pedestrian island on Castle Street. Street lighting is present at the junction.

3.4.6 SJ5: St Agnes Road/Sychnant Pass Road

3.4.6.1 St Agne's Road forms a priority-controlled T-junction with Sychnant Pass Road to the north of the Site. Drg No 1816/05 presents the existing junction arrangements.

3.4.6.2 There is footway on both sides of St Agnes Road at the junction, though the footway on the south side terminates circa 8m west of Sychnant Pass Road. There is footway on Sychnant Pass Road at the junction, but there is no footway on the north side of the carriageway. Street lighting is present at the junction.

3.5 Personal Injury Collision History

3.5.1 The CrashMap website is reviewed for collision data for Llanrwst Road in the vicinity of the Site and the TA study junctions. The latest available data is for 2019-2023.

3.5.2 Review of the CrashMap data shows that there have no recorded collisions on Llanrwst Road in the vicinity of the proposed development. There have also been no recorded collisions at the TA study junctions in the latest 5 year CrashMap data.

3.5.3 It is concluded that there is no identifiable collision problem on Llanrwst Road in the vicinity of the Site or at the TA study junctions.

4 Proposed Site Access Arrangements

4.1 Access Strategy

4.1.1 It is proposed to form a priority-controlled junction on Llanrwst Road to provide vehicular access to the residential development.

4.1.2 Pedestrian and cycle access will be provided via a link to Isgoed.

4.2 Design Considerations

4.2.1 Design Guidance

4.2.1.1 The design guidance considered includes Manual for Streets 1 (MfS1), MfS2, Technical Advice Note 18 (TAN 18) and the Design Manual for Roads and Bridges (DMRB).

4.2.1.2 MfS2 states that:

"*…most MfS advice can be applied to a highway regardless of speed limit.* ***It is therefore recommended that as a starting point for any scheme affecting non-trunk roads, designers should start with MfS.***" (para 1.3.2)

4.3 Site Access Arrangements

4.3.1 The proposed Site Access arrangements are shown on Drg No 1816/06/A. This shows the formation of a priority-controlled junction on Llanrwst Road to serve the development. The proposed junction geometry comprises:

- Introduce new Site access, forming a 'T' junction with Llanrwst Road;
- Access junction to operate under priority (give-way) control;
- Provide 5.5m wide carriageway;
- Provide 2.0m wide footway on the southern side of the access road and a 3.0m active travel route on the north side of the road;
- Provide 10.0m corner radii;
- Provide a 2.4m x 43m visibility splay to the right;
- Provide a 2.4m x 42m visibility splay to the left;
- Provide 46m stopping sight distance from a vehicle waiting to turn right into the Site to a southbound vehicle;
- Provide 45m stopping sight distance between a northbound vehicle and a vehicle waiting to turn right.

4.3.2 The access plan also shows a visibility splay of 2.4m x 65m to the right on the minor arm and a visibility splay of 2.4m x 76m to the left. These are the maximum achievable and are shown following comments made by Conwy Highways during a pre-application meeting.

4.3.3 Speed Survey

4.3.3.1 AHA commissioned an ATC survey on Llanrwst Road in the vicinity of the Site. The 5-day mean and 85%ile speeds recorded along Llanrwst Road in the vicinity of the proposed Site access are set out below:

Direction	5-day Mean	5-day 85%ile
Southbound	26.5mph	31.1mph
Northbound	26.2mph	30.8mph

4.3.3.2 The Design Manual for Roads and Bridges (DMRB) publication CA 185 provides guidance on undertaking and using speed survey data in the context of highway design. Based on the 5-day 85%ile speeds recorded on Llanrwst Road, a 2.4m x 43m visibility splay to the right and a 2.4m x 42m visibility splay are adopted at the Site access. These meet MfS design standards. These also meet the stopping sight distances (SSD) set out in Table B of the Welsh Assembly Government Technical Advice Note (TAN) 18, which are based on MfS. TAN 18 suggests that the SSD set out in Table B are designed for roads in built up areas where actual speeds are less than 60km/hour. It is considered that these are applicable to Llanrwst Road in the vicinity of the Site.

4.4 Pedestrian and Cycle Access

4.4.1 Pedestrian and cycle access to the Site will be via a 3.0m wide pedestrian/cycle link to Isgoed and this is shown on Drg No 1816/06/A. Cyclists can also use the access on Llanrwst Road.

4.4.2 The vehicular access on Llanrwst Road includes footway, but this is to allow the existing residents of the properties on the west side of Llanrwst Road and Pen-Y-Bryn Farm to access the internal roads within the development. It is not anticipated that residents of the Site will use the access on Llanrwst Road by foot, because the amenities are to the north and the internal routes and link to Isgoed provide a more direct and attractive route.

4.4.3 It is proposed to introduce dropped kerbs and tactile paving in a number of locations to the north of the Site. These are indicated on Drg No 1816/07. These provide improvements to the pedestrian route to the local facilities to the north of the Site.

4.5 Swept Path Analysis

4.5.1 Swept path analysis has been undertaken of the proposed access and internal layout to demonstrate that a refuse vehicle can enter and exit the Site in a suitable manner and turn within the Site. A 10.595m refuse vehicle is adopted. Drg No 1816/SP/01/A presents the results of the swept path tracking exercise.

4.5.2 Review of Drg No 1816/SP/01/A shows that the refuse vehicle can enter and exit the Site in a suitable manner.

4.6 Parking Standards

4.6.1 The Conwy County Borough Council (CCBC) parking standards are set out in the Conwy Local Development Plan. Parking standards are provided for various use classes adopting a zonal system with the following zones:

- Zone 1: City Core,
- Zone 2: Town Centre or City Centre Fringe,
- Zone 3: Urban,
- Zone 4: Suburban or Near Urban,
- Zone 5: Countryside,
- Zone 6: Deep Rural.

4.6.2 The parking standards for C3 (houses and apartments) for the 6 zones are set out below:

Zone	Residents	Visitors
1	0.5 to 1 space per unit	Nil (1 per 5 units for apartments),
2-6	1 space per bedroom (max 3 spaces)	1 space per 5 units.

4.6.3 The proposed development comprises:

1	5 bed (8 person) house;
4	4 bed (6 person) houses;
24	3 bed (5 person) houses;
12	2 bed (3 person) apartments;
2	2 bed (3 person) bungalows;
22	2 bed (4 person) houses;
30	1 bed (2 person) apartments.

4.6.4 Based on the CCBC parking standards for Zones 2-6, the development should provide 189 car park spaces for residents and a further 19 visitor spaces, which is a total of 208 spaces. The development proposes 154 resident parking spaces and 26 visitor spaces, which is a total of 180 spaces. The shortfall is as a result of only providing 1 parking space for the 2 bed apartments and only 2 spaces for some of the 3 bed houses. However, an over provision of visitor spaces has been made.

4.6.5 The car ownership percentages for residents living in the Conwy 012D Super Output Area (lower layer) identified in the 2021 Census are:

Car or Van Ownership	%
No car or van ownership	11.4
1 car or van in household	44.0
2 cars or vans in household	33.2
3 or more vans in household	11.5.

4.6.6 The number of bedrooms as a percentage of the total households in the Conway 012D Super Output Area (lower layer) identified in the 2021 Census and those for the development are:

No of Bedrooms	Conwy 012D	Proposed Development
1	1.7%	32%
2	25.0%	38%
3	54.5%	25%
4 or more	18.8%	5%.

4.6.7 Review of the above shows that the development proposes a significantly higher percentage of 1 bedroom properties than were identified in Conwy 012D in the 2021 Census. It proposes a higher percentage of 2 bedroom properties, but a lower percentage of 3 and 4 or more bedroom properties than Conwy 012D. Overall, it seems reasonable to conclude that the development would not be expected to have significantly higher car ownership rates than Conwy 012D.

4.6.8 Applying the Conwy 012D Car Ownership percentages to the number of dwellings proposed at the Site, the number of cars or vans that might be expected to owned by residents is:

Car or Van Ownership	Number of Households	Number of Cars
No car or van ownership	10	0
1 car or van in household	42	42
2 cars or vans in household	32	64

3 or more vans in household	11	33
Total	**95**	**139.**

4.6.9 Review of the above shows that a total of 139 cars or vans might be expected to be owned by residents of the Site. The figure could be slightly higher because the Census data only gives percentages for 3 or more cars or vans, so if a few households had 4 or even 5 vehicles, the total number we be higher. However, it seems unlikely that many households would have 4 or more cars or vans.

4.6.10 If the total number cars or vans owned by residents is around the 139 figure, then this is lower than the 154 spaces proposed for residents and significantly less than the 180 spaces in total, including visitor spaces. Therefore, it is considered that the level of parking proposed at the Site is acceptable and should not result in parking problems or issues.

4.7 Summary

4.7.1 It is considered that the proposed Site access arrangements provide a suitable means of serving the proposed development. It is also considered that the level of parking proposed is acceptable.

5 Walk & Cycle

5.1 Walk

5.1.1 It is established and acknowledged that walking is the most important mode of travel at the local level, and offers the greatest potential to replace short car trips, particularly under 2km.

5.1.2 TAN 18

5.1.2.1 TAN 18 states in paragraph 6.2 that:

''Local authorities should promote walking as the main mode of transport for shorter trips through the use of their planning and transport powers. Consideration should be given to ways in which areas and developments can be made more attractive and safer for pedestrians through the arrangement of land uses and design policy. When preparing development plans, design guidance, master plans and in determining planning applications authorities should:

- *ensure that new development encourages walking as a prime means for local journeys by giving careful consideration to location, access arrangements and design, including the siting of buildings close to the main footway, public transport stops and pedestrian desire lines;*
- *ensure that pedestrian routes provide a safe and fully inclusive pedestrian environment, particularly for routes to primary schools;*
- *ensure the adoption of suitable measures, such as wide pavements, adequate lighting, pedestrian friendly desire lines and road crossings, and traffic calming;*
- *promote the reallocation of road space to pedestrians;*
- *consider the needs of all pedestrians in the design of town environmental improvement schemes, which may involve pedestrianisation and restricted access schemes;*
- *support the use of public rights of way for local journeys; and*
- *identify and protect existing and proposed routes suitable for the use of cyclists and walkers. These may include recreational or commuter routes alongside river banks, canal towpaths and disused railway lines.''*

5.1.3 Manual for Streets

5.1.3.1 The 'walkable neighbourhood' concept is set out in MfS1 and endorsed in MfS2. MfS1 explains that:

"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is ***not an upper limit*** *and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km."* (MfS para 4.4.1, AHA emphasis).

5.1.4 CIHT Planning for Walking

5.1.4.1 The CIHT document 'Planning for Walking' (2015) sets out the following key points:

"• *Patterns of land use and, in particular, residential densities and mixed uses are the primary determinants of how much people walk. As towns and cities spread out, people make fewer short journeys. The current trend to higher density for new residential developments should encourage walking, if linked to provision of local destinations.*

- *Most short journeys are still made wholly on foot.*
- *Walking is also part of longer journeys. Very few trips by car or public transport are completed without some walking.*
- *Pedestrian "footfall" determines the viability of shops."*

5.1.4.2 The document also stresses:

"• *Walking contributes to physical and mental health.*

- *All streets in urban areas need to be designed to accommodate people who walk wherever they wish to go*
- *People travelling on foot want routes that are direct, as level as possible, enjoyable and have destinations in sight. Safe road crossings are an essential element of routes.*
- *"Walking" is best thought of as a nonvehicle movement including all forms of assistance, such as sticks, wheelchairs, baby buggies and pavement vehicles. Good provision for users requiring such forms of assistance helps everybody.*
- *Walking and cycling are often regarded as compatible. In reality, they are very different modes that will often require separate provision. Both benefit from reduced traffic speeds and reduced motor vehicle traffic flow.*

- *The issue of pedestrians and pedal cyclists sharing space is contentious. There are perceived risks associated with cyclists sharing space with pedestrians, and it is not always realised that cyclists seriously injure several hundred pedestrians each year.*

- *Planners and traffic managers should appreciate that to encourage walking, motor vehicle traffic rather than pedestrians should, as far as possible, be required to avoid conflicts by diverting from direct routes and by changing elevation. Pedestrians wish to follow direct routes on a constant level."*

5.1.5 CIHT Providing for Journeys on Foot

5.1.5.1 The CIHT document 'Providing for Journeys on Foot (2000) does not provide a definitive view of distances, but does suggest a preferred maximum distance of 800m for journeys to town centres and 2000m for walk commuting trips.

5.1.6 Walk Isochrones and Local Amenities

5.1.6.1 A 400m distance corresponds to a walk time of 5 minutes, based upon a typical normal walking speed. Figure 5.1 presents the development 400m, 800m, 1200m, 1600m and 2000m walk isochrones, (ie reflecting 5, 10, 15, 20 and 25-minute walk journeys), and taking account of the pedestrian infrastructure.

5.1.6.2 The walk isochrones presented in Figure 5.1 are created using Basemap TRACC software, a digital mapping and transport data program. The TRACC software enables installation of maps to create a road network. Amendments have been made to the road network to allow for the inclusion of public rights of way and pedestrian access points.

5.1.6.3 The TRACC software adopts the Department for Transport speeds and hence, a walk speed of 4.8km/h is automatically assumed across the road network. However, it is possible to alter the walk speed on all roads to reflect for example, changes in gradient or no accessibility by footway. The walk isochrones presented in Figure 5.1 take into account the absence of footway on certain roads and the walk speed on these routes has been adjusted to 0km/h.

5.1.6.4 Indicated on Figure 5.1 are examples of local facilities near to the Site. This illustrates that there are a number of amenities between within 800m of the Site, including:

- Travel: Bus Stops;
- Community: Places of Worship, Community Centre;

- Shopping: Convenience Store;
- Health: Health Centre;
- Leisure: Food Outlet, Hair Salon, Playground, Sports Facilities.

5.1.6.5 Ysgol Porth-y-Felin Primary School is located within a 1200m walk of the Site. The centre of Conwy is within a 1600m walk of the Site and there are a number of amenities within this walking distance, including:

- Travel: Train Station, Bus Stops;
- Community: Places of Worship, Library;
- Shopping: Convenience Stores, Bakeries, Post Office, Bank, ATMs;
- Health: Dentist, Health Centre, Opticians, Pharmacy;
- Leisure: Food Outlet, Hair Salons, Public Houses, Sports Facilities, Playground.

5.1.6.6 It is demonstrated in Figure 5.1 that there is a good range of amenities and services in Conwy that are available within a practical walk of the Site. These will tend to the day to day needs of residents of the Site.

5.1.7 Public Rights of Way (PROWs)

5.1.7.1 Figure 5.2 presents the existing Public Rights of Way (PROW) near to the Site. Figure 5.2 shows that there is a network of public footpaths in Gyffin, Conwy and to the south of the Site.

5.1.8 Pedestrian Trip Generation

5.1.8.1 The proposed development will generate pedestrian trips. The following multi-modal TRICS trip rates are adopted for estimating the number of pedestrian trips generated by the proposed development:

	ARR	DEP	2-WAY
AM (0800-0900)	0.054	0.141	0.195
PM (1500-1600)	0.119	0.063	0.182
12-Hour (0700-1900)	0.604	0.603	1.207.

5.1.9.2 The above AM and PM peak hour trip generation rates are those when the pedestrian trips are greatest. The consequent estimate of the pedestrian trips generated by the proposed development are set out below:

	ARR	DEP	2-WAY
AM (0800-0900)	6	13	19
PM (1500-1600)	11	6	17
12-Hour (0700-1900)	58	57	115.

5.1.10 Pedestrian Access to the Site

5.1.10.1 Pedestrian access to the Site will be via a link to Isgoed to the north of the Site. This is shown on Drg No 1816/06/A.

5.2 Cycle

5.2.1 It is recognised that cycling also has potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport.

5.2.2 TAN 18

5.2.2.1 TAN 18 states in paragraph 6.3 with regard to cycling that:

''Cycling has potential to act as a substitute for shorter car journeys in urban or rural areas, or form part of a longer journey when combined with public transport. The Walking and Cycling Strategy sets a target to triple (based on 2000 figures) the number of cycle trips in Wales by 2010. At the local level, local authorities have been required to produce a local cycling strategy as part of the LTP39. RTPs will include a regional walking and cycling strategy. Local planning authorities will need to contribute to its development and assist in its implementation.''

5.2.2.2 It goes on to state in paragraph 6.4 that:

''Local authorities should aim to develop an effective network of cycle routes, including safe routes to schools. Development plans, design guidance, and master plans should include encourage cycling through:

- *identification of new cycle routes utilising existing highway (including public rights of way where appropriate), disused railway lines, space alongside rivers and canals, parks and open space;*
- *ensuring that new development encourages cycling by giving careful consideration to location, design, access arrangements, travel 'desire lines' through a development, and integration with existing and potential off-site links;*

- *securing provision of secure cycle parking and changing facilities in all major employment developments, including retail and leisure uses, town centres, transport interchanges, educational and health institutions;*
- *securing provision of cycle routes and priority measures in all major developments;*
- *adopting minimum cycle parking standards within their parking strategies - for commercial premises these standards should include cycle parking for both employees and visitors; and*
- *ensuring new residential developments provide storage for bicycles so they are easily available for everyday use while secure enough to be left unattended for long periods of time.''*

5.2.3 Cycle Isochrones and Local Amenities

5.2.3.1 Figure 5.3 presents the 2km and 5km cycle isochrones for the Site, representing approximately 10-minute and 25-minute journey times. The cycle isochrones presented in Figure 5.3 were created using Basemap TRACC software. The analysis discounts footpaths which do not permit cyclists.

5.2.4 Cycle Routes

5.2.4.1 Figure 5.4 presents the cycle routes in Conwy. National Cycle Network Route 5 runs through Conwy to the north of the Site. It is an on-road cycle route through the built-up area of Conwy, becoming an off-road route at the end of Lower Gate Street when it follows a route along the banks of the river estuary.

5.2.5 Cycle Trip Generation

5.2.5.1 The proposed development will generate cycle trips. The following multi-modal TRICS trip rates are adopted for estimating the number of cycle trips generated by the proposed development:

	ARR	DEP	2-WAY
AM (0800-0900)	0.008	0.011	0.019
PM (1500-1600)	0.012	0.008	0.020
12-Hour (0700-1900)	0.060	0.062	0.122.

5.1.5.2 The above AM and PM peak hour trip generation rates are those when the cycle trips are greatest. The consequent estimate of the cycle trips generated by the proposed development are set out below:

	ARR	DEP	2-WAY
AM (0800-0900)	1	1	2
PM (1500-1600)	1	1	2
12-Hour (0700-1900)	6	6	12.

5.2.6 Cycle Access to the Site

5.2.6.1 Cycle access to the Site is available via the proposed link to Isgoed to the north of the Site and via the vehicular access point on Llanrwst Road. This is shown on Drg No 1816/06/A.

5.3 Summary

5.3.1 Transport sustainability is a principle underlying the proposed development. Encouraging walk and cycle journeys is recognised as important. The location of the Site provides a good context for journeys of residents to be undertaken on foot and by cycle. There is good walk and cycle infrastructure between the Site and nearby amenities, thereby offering opportunity to foster a sustainable community, in accordance with the aims of local policies and national policy.

5.3.2 It is demonstrated that there are a range of local amenities in Conwy that will meet many of the resident's everyday needs that are located within a practical walk and cycle ride of the Site.

6 Public Transport

6.1 The proposed development affords opportunity for development generated public transport journeys to be made by bus and rail.

6.2 Bus

6.2.1 Bus Stops

6.2.1.1 There is an unmarked bus stop on both sides of Llandrwst Road to the north of the Site. There is also an umarked bus stop on Bry-Seiri Road to the north of the Site. The approximate distances to these stops are set out below:

(i) Llanrwst Road Northbound: 350m;
(ii) Llanrwst Road Southbound: 335m;
(iii) Bryn-Seiri Road: 300m.

6.2.2 Bus Services & Frequencies

6.2.2.1 The bus services calling at the stops on Llanrwst Road and Bryn-Seiri Road and their frequencies are set out below:

		Frequency		
Service	**Route**	**Mon-Sat**	**Evenings**	**Sundays**
19	Llandudno-Cwn Penmachno	7 trips[1]	-	-
19S	Llandudno-Cwn Penmachno	-	-	4 trips
27	Tan Lan-Conwy	60min[3]	-	-

Notes
1. Only 3 trips call at the stop closest to the Site in the direction of Cwm Penmacho. Further services can be accessed at the stops near the junction with Mill Hill.
2. Operates 4 trips in each direction on Sundays and Bank Holidays.
3. Undertakes a trip from Hereford to Weobley High School in the AM and a return trip in the PM. School pupils only.

6.2.2.2 The existing bus stops within a short walk of the Site that provide opportunity to travel to destinations including Conwy, Colwyn Bay, Llandudno and Llandudno Junction.

6.2.2.3 The 19, 19S and 27 all call at the Conwy Railway Station Stop which provides opportunity to access additional services including the 5/5D, 14, 15 and 75 bus services.

6.2.2.4 The frequencies of these bus services are set out below:

			Frequency	
Service	**Route**	**Mon-Sat**	**Evenings**	**Sundays**
5	Caernarfon-Bangor	20-40min	20-40min	20-40min
5D	Llandudno-Bangor	60min	60min	-
14	Llysfan-Conwy	6 trips	-	-
15	Llysfan-Conwy	30min	-	-
75	Llandudno-Llanfairfechan	2 trips	-	-

6.2.3 Bus Trip Generation

6.2.3.1 The proposed development will generate trips by bus. The following multi-modal TRICS trip rates are adopted for estimating the number of bus trips generated by the proposed development:

	ARR	DEP	2-WAY
AM (0800-0900)	0.000	0.032	0.032
PM (1500-1600)	0.034	0.008	0.042
12-Hour (0700-1900)	0.113	0.114	0.227.

6.2.3.2 The above AM and PM peak hour trip generation rates are those when the bus trips are greatest. The consequent estimate of the bus trips generated by the proposed development are set out below:

	ARR	DEP	2-WAY
AM (0800-0800)	0	3	3
PM (1500-1600)	3	1	4
12-Hour (0700-1900)	11	11	22.

6.2.4 Bus Stop Improvements

6.2.4.1 It is proposed to improve the existing unmarked bus stops on both sides of Llanrwst Road to the north of the Site. The stops in this location are currently unmarked and the proposals will introduce bus stop poles, shelters and hard standing in these locations. These improvements will benefit the existing residents as well as residents of the development. The improvements are shown on Drg No 1816/06/A.

6.3 Rail

6.3.1.1 Conwy railway station is located within a circa 1.4km walk or cycle ride of the Site. The 5, 14, 15, 19/19S, 27 and 95 bus services all call at stops close to the station. The station is located on the North Wales Main Line.

6.3.1.2 Destinations, frequencies and approximate journey times for services to/from Conwy train station include:

DESTINATION	FREQUENCY	JOURNEY TIME (mins)
Bangor	Hourly	20;
Chester	Hourly	57-60;
Colwyn Bay	Hourly	11-14;
Crewe	Hourly	90-95;
Flint	Hourly	40-44;
Holyhead	Hourly	59-65;
Llandudno Junction	Hourly	4-5;
Prestatyn	Hourly	27-31;
Wrexham	Hourly	77-80.

6.3.1.3 Review of the above shows that there is opportunity to travel to/from a range of destinations by train.

6.3.2 Rail Passenger Trip Generation

6.3.2.1 The proposed development will generate trips by bus. The following multi-modal TRICS trip rates are adopted for estimating the number of rail passenger trips generated by the proposed development:

	ARR	DEP	2-WAY
AM (0700-0800)	0.000	0.009	0.009
PM (1700-1800)	0.005	0.000	0.005
12-Hour (0700-1900)	0.012	0.017	0.029.

6.3.2.2 The above AM and PM peak hour trip generation rates are those when the rail passenger trips are greatest. The consequent estimate of the bus trips generated by the proposed development are set out below:

	ARR	DEP	2-WAY
AM (0800-0800)	0	1	1
PM (1500-1600)	1	0	1
12-Hour (0700-1900)	1	2	3.

6.4 Summary

6.4.1 There are unmarked bus stops on both sides of Llandrwst Road to the north of the Site that are within 400m walk of the development centroid.

6.4.2 It is proposed to improve the existing unmarked bus stops on both sides of Llanrwst Road to the north of the Site. The stops in this location are currently unmarked and the proposals will introduce bus stop poles, shelters and hard standing in these locations. These improvements will benefit the existing residents as well as residents of the development. The improvements are shown on Drg No 1816/06/A.

6.4.3 Conwy railway station is located within a circa 1.4km walk or cycle ride of the Site and the 5, 14, 15, 19/19S, 27 and 95 bus services all call at stops close to the station. Conwy station provides opportunity to travel to/from a range of destinations, including Bangor, Chester, Crewe, Holyhead and Wrexham.

6.4.4 It is demonstrated that the Site is accessible by public transport, with opportunities for travel by bus and rail to/from a number of locations. This is in accordance with the aims and objectives of current national and local policies.

7 Travel Plan

7.1 The TP for the proposed development is prepared in accordance with best practice and experience. The outcomes approach is adopted for the development TP.

7.2 The key objectives of the TP are to:

- Contribute to traffic reduction and other sustainable transport objectives set out in national, regional and local policies,
- Improve accessibility of the Site by sustainable modes of transport,
- Widen choice of travel mode for all those travelling to/from the Site.

7.3 Specific outcomes sought from the TP are to:

- Achieve the minimum number of additional single occupancy car traffic movements to/from the development,
- Address the access needs of Site users, by supporting sustainable transport choices such as walking, cycling, public transport and low/zero emission vehicles,
- Reduce the need for travel to/from the Site.

7.4 The TP explicitly considers accessibility by the sustainable travel modes and the proposed measures to encourage their use

7.5 The residential TP target is set as a **maximum AM peak hour two-way vehicle trip rate of 0.460 vehicles/hour/dwelling** and a **maximum PM peak hour two-way trip rate of 0.455 vehicles/hour/dwelling.**

7.6 The TP is to operate to **5 years after first occupation** of the development.

7.7 The developer will appoint a Travel Plan Coordinator (TPC), to introduce, manage, operate and monitor the TP. As part of the ongoing management of the TP, the TPC will maintain a dialogue with the Council, and monitor emerging best practice information, to provide the most efficient platform for maximising the effectiveness of the TP.

7.8 The developer is required to finance the TP. A sufficient revenue budget will be identified to employ the TPC for a period of 5 years post-occupation of the first dwelling, on a sufficient basis to introduce and manage the TP initiatives, and thereafter as required to:

- Manage the initiatives,
- Finance the measures identified in this and subsequent TP Monitoring and Review reports and as agreed with the Council, and

- Enable the TPC postholder to carry out the duties identified above.

7.9 The TP Action Plan is set out in Chapter 10 of the TP. The TP summarises identified measures that are proposed, and indicates the timing for the measures and funding information. This illustrates the holistic approach adopted for the TP, aimed at encouraging from the outset a positive sustainable transport awareness and culture for the development. The TP measures will be reviewed and amended as appropriate, in consultation with and requiring the agreement of the local authority, as part of the ongoing dynamic monitoring and review process for the TP.

8 Traffic Flows

8.1 Peak Periods

8.1.1 The times when the combination is greatest, of traffic generated by the proposed residential development and the existing highway network traffic, are the weekday AM & PM peak hours. The TA includes quantitative analysis of the traffic impact of the proposed development for these periods.

8.2 Study Network

8.2.1 The TA study network is indicated on Figure 3.1 and comprises:

REF	JUNCTION	CONTROL
SJ1	Site/Llanrwst Road	priority;
SJ2	Llanrwst Road/Mill Hill/New Street	priority;
SJ3	A547 Castle Square/Llanrwst Road	mini-roundabout;
SJ4	A547 Rose Hill Street/Castle Street	priority;
SJ5	St Agnes Road/Sychnant Pass Road	priority.

8.3 Traffic Counts

8.3.1 AHA commissioned traffic count surveys at the TA study junctions as follows:

- SJ1: ATC survey 03.06.25 to 09.06.25;
- SJ2-5: Turning count surveys 04.06.25.

8.3.2 The AM and PM turning counts were undertaken at the above junctions between the hours of 0730-0930 and 1615-1815.

8.3.2 Analysis of the traffic count data identifies the peak hours for traffic flows at the TA study network as:

- AM: 0815-0915, and
- PM: 1645-1745.

8.3.3 Quantitative analysis is undertaken for these peak hours.

8.3.4 Figure C1, Appendix C, presents the 2025 AM & PM peak hour traffic count flows at the TA study junctions. The flows are presented in vehicles.

8.4 Traffic Growth

8.4.1 For the purposes of quantitative testing of the local highway network, the highway authority Conwy County Borough Council (CCBC) has requested that an assessment year of 10 years after the planning application is included in the TA quantitative analysis. Consequently, an assessment year of 2035 is adopted

8.4.2 The National Transport Model (NTM) is used as a basis for deriving local growth factors. The NTM growth factors adopted to estimate year 2035 traffic flows, from the 2025 count data, are set out in Technical File Note 1, Appendix D.

8.4.3 Factored Counts

8.4.3.1 Figure C2, Appendix C presents the 2035 AM & PM peak hour traffic flows at the TA study junctions.

8.5 Committed Developments

8.5.1 AHA has reviewed the committed developments in the vicinity of the Site, but has not identified any significant developments that need to be included in the quantitative assessment. Therefore, the traffic generated by minor schemes can be dealt with through the NTM background growth.

8.6 Distribution of Development Generated Traffic

8.6.1 It is necessary to estimate the % distribution of the traffic generated by the proposed development. A common methodology is to use Journey to Work data from the Census. This methodology is adopted for the purposes of the TA quantitative analysis.

8.6.2 The 2021 Census was undertaken at a time of markedly changed travel characteristics as a result of the Coronavirus pandemic. The Office for National Statistics (ONS) acknowledges this by stating the following on their website:

"Census 2021 took place during the coronavirus (COVID-19) pandemic, a period of unparalleled and rapid change; the national lockdown, associated guidance and furlough measures will have affected the travel to work topic."

8.6.3 The ONS website, in reference to the 2021 Census Travel to Work data, states:

"Take care when using these data for planning and policy purposes."

8.6.4 Consequently, the TA report will adopt the 2011 Census to derive a distribution for the proposed development.

8.6.5 Table 8.1 provides a summary of the information derived from the Census Journey to Work data.

8.6.6 Figure C3, Appendix C presents the proposed % distribution of development generated traffic at the TA Study junctions. This is based on the information presented in Table 8.1.

8.7 Trip Estimation

8.7.1 It is necessary to estimate the traffic generated by the proposed residential development in the AM and PM peak hours. AHA TA Scoping report 1816/2/A includes the trip generation rates adopted for the purposes of TA quantitative analysis. The proposed development is for 95 dwellings, but the TA quantitative assessment is actually based on 102 dwellings. This provides robust assessment.

8.7.2 The AM and PM peak hour house trip rates based on the TRICS interrogation are set out below:

	ARR	DEP	2-WAY
AM (0800-0900)	0.132	0.379	0.511
PM (1700-1800)	0.355	0.150	0.505.

8.7.3 The consequent estimate of traffic (in vehicles) generated by the development in the AM and PM peak hours is:

	ARR	DEP	2-WAY
AM	13	39	52
PM	37	15	52.

8.7.4 Figure C4, Appendix C presents the traffic generated by the proposed development in the AM and PM peak hours at the TA study junctions, based on the % distribution on Figure C3, Appendix C.

8.8 Traffic Impact

8.8.1 AHA usually adopts a materiality test to determine the requirement for detailed junction modelling. The test adopted is that junction modelling is undertaken if the proposed development is predicted to generate an increase in traffic at a study junction of:

(i) Test 1: **30** vehicles or more, **and**

(ii) Test 2: **2.5%** or greater of the total 2035 Base junction flows.

8.8.2 The traffic impact of the proposed development at the TA study network of junctions in the AM and PM peak hours is summarised below:

	AM		**PM**	
SJ	**Vehs**	**%**	**Vehs**	**%**
SJ1	**+52**	**+16.0**	**+52**	**+16.5**
SJ2	**+46**	**+9.1**	**+44**	**+7.2**
SJ3	**+42**	**+3.5**	**+40**	**+3.2**
SJ4	+3	+0.3	+3	+0.3
SJ5	+4	+2.6	+3	+1.0

8.8.3 A review of the above summary shows that the proposed development is estimated to have a traffic impact in excess of **30** vehicles **and** a **2.5%** increase over year 2035 Base flows at SJ1-3. On that basis, junction modelling is undertaken at SJ1-3 and the results reported in Chapter 9.

8.9 With Development

8.9.1 The estimated 2035 AM and PM peak hour With Development traffic flows at the TA study junctions are presented on Figure C5, Appendix C.

9 Operational Performance of the Highway Network

9.1 The computer program PICADY (within Junctions 10) is used to model the performance of a priority (give-way) control junction. PICADY predicts the ratio of flow to capacity (RFC) and associated queue for the minor (give-way) entry to the junction and for the major road. PICADY is used to model the operational performance of:

(i) SJ1 Llanrwst Road/Site Access;
(ii) SJ2 Llanrwst Road/Mill Hill/New Street.

9.2 The computer program ARCADY (within Junctions 10) is used to model the performance of a roundabout junction. ARCADY predicts the ratio of flow to capacity (RFC) and associated queue for the entry arms of the junction. ARCADY is used to model the operational performance of:

(i) SJ3 A457 Conway Road/Llanrwst Road.

9.3 SJ1: Llanrwst Road/Site Access

9.3.1 Table 9.1 presents the results of the PICADY modelling of the proposed Llanrwst Road/Site Access junction. Review of Table 9.1 shows that the proposed priority-controlled junction is predicted to operate with a high degree of spare capacity and negligible queues/delays in the year 2035 AM & PM peak hour With Development situation.

9.4 SJ2: Llanrwst Road/Mill Hill/New Street

9.4.1 The Llanrwst Road/Mill Hill/New Street junction has an untypical layout which is shown on Drg No 1816/03. Henryd Road forms a priority-controlled junction with Mill Hill very close to Mill Hill give-way lines on Llanrwst Road, effectively creating another minor arm at the junction. This arrangement can't be modelled in PICADY. Therefore, the exit movements from Henryd Road to Llanrwst Road and New Street and the entry movements from these roads into Henryd Road have been attributed to the Mill Hill arm of the junction. This provides robust assessment.

9.4.2 Table 9.2 presents the results of the PICADY modelling of the Llanrwst Road/Mill Hill/New Street junction. A review of Table 9.2 shows that the priority-controlled crossroads junction is predicted to operate with a high degree of spare capacity and negligible queues/delays in the year 2035 AM & PM peak hour Base and With Development situations.

9.5 SJ3: A457 Conway Road/Llanrwst Road

9.5.1 There is a narrowing on the Llanrwst Road arm of the junction to the south of SJ3. Priority is given to vehicles travelling south after passing through SJ3. This 'obstruction' can be modelled in Junctions 10 (ARCADY), but only in the simulation mode. When using the simulation mode, RFC values are not provided for the entry arms, only queues and delays. Therefore, SJ3 has been modelled with an without the narrowing.

9.5.2 Table 9.3 presents the results of the ARCADY modelling of the Llanrwst Road/Mill Hill/New Street junction without the narrowing on Llanrwst Road. A review of Table 9.3 shows that the priority-controlled crossroads junction is predicted to operate with spare capacity and modest queues/delays in the year 2035 AM & PM peak hour Base and With Development situations.

9.5.3 Table 9.4 presents the results of the ARCADY model with the obstruction on Llanrwst Road modelled. The queues and delays are slightly higher when the narrowing is modelled, but these remain fairly modest and the junctions appears to remain well within capacity.

9.6 Summary & Conclusions

9.6.1 Junctions 10 has been used to model SJ1-3 in the AM and PM peak hour 2025 Traffic Count, 2035 Base and With Development situations (With Development only for SJ3). It is concluded that the development will not have a detrimental impact on the operation of the local highway network.

10 Summary & Conclusions

10.1 Ashley Helme Associates Limited (AHA) are appointed by Adra (Tai) Cyfyngedig to prepare a Transport Assessment (TA) report to support the planning application for residential development on land off Llanrwst Road, Gyffin, Conwy. The Site is presently agricultural land. The planning application is for up to 95 dwellings.

10.2 Access Strategy

10.2.1 The proposed Site Access arrangements are shown on Drg No 1816/06/A. This shows the formation of a priority-controlled junction on Llanrwst Road to serve the development. The proposed junction geometry comprises:

- Introduce new Site access, forming a 'T' junction with Llanrwst Road;
- Access junction to operate under priority (give-way) control;
- Provide 5.5m wide carriageway;
- Provide 2.0m wide footway on the southern side of the access road and a 3.0m active travel route on the north side of the road;
- Provide 10.0m corner radii;
- Provide a 2.4m x 43m visibility splay to the right;
- Provide a 2.4m x 42m visibility splay to the left;
- Provide 46m stopping sight distance from a vehicle waiting to turn right into the Site to a southbound vehicle;
- Provide 45m stopping sight distance between a northbound vehicle and a vehicle waiting to turn right.

10.2.2 Pedestrian and cycle access to the Site will be via a 3.0m wide pedestrian/cycle link to Isgoed and this is shown on Drg No 1816/06/A. Cyclists can also use the access on Llanrwst Road.

10.2.3 The vehicular access on Llanrwst Road includes footway, but this is to allow the existing residents of the properties on the west side of Llanrwst Road and Pen-Y-Bryn Farm to access the internal roads within the development. It is not anticipated that residents of the Site will use the access on Llanrwst Road by foot, because the amenities are to the north and the internal routes and link to Isgoed provide a more direct and attractive route.

10.3 Walk and Cycle

10.3.1 Transport sustainability is a principle underlying the proposed development. Encouraging walk and cycle journeys is recognised as important. The location of the Site provides a good context for journeys of residents to be undertaken on foot and by cycle. There is good walk and cycle

infrastructure between the Site and nearby amenities, thereby offering opportunity to foster a sustainable community, in accordance with the aims of local policies and national policy.

10.3.2 It is demonstrated that there are a range of local amenities in Conwy that will meet many of the resident's everyday needs and are located within a practical walk and cycle ride of the Site.

10.3.3 The location of the Site and nearby local amenities, offer a good opportunity for fostering a sustainable community. This is in accordance with the aims of local policies and national policy.

10.4 Public Transport

10.4.1 There are unmarked bus stops on both sides of Llandrwst Road to the north of the Site that are within 400m walk of the development centroid.

10.4.2 It is proposed to improve the existing unmarked bus stops on both sides of Llanrwst Road to the north of the Site. The stops in this location are currently unmarked and the proposals will introduce bus stop poles, shelters and hard standing in these locations. These improvements will benefit the existing residents as well as residents of the development. The improvements are shown on Drg No 1816/06/A.

10.4.3 Conwy railway station is located within a circa 1.4km walk or cycle ride of the Site and the 5, 14, 15, 19/19S, 27 and 95 bus services all call at stops close to the station. Conwy station provides opportunity to travel to/from a range of destinations, including Bangor, Chester, Crewe, Holyhead and Wrexham.

10.4.5 The location of the Site provides opportunity to travel to a range of destinations by bus and by rail. This is in accordance with the aims of local policies and national policy.

10.5 Travel Plan

10.5.1 A Travel Plan (TP) report has been prepared alongside this TA report. The TP aims are to encourage from the outset a positive sustainable transport awareness and culture for the development. The TP measures will be reviewed and amended as appropriate, in consultation with and requiring the agreement of the local authority, as part of the ongoing dynamic monitoring and review process for the TP.

10.6 Traffic Impact

10.6.1 Traffic generated by the Site will pass through the following junctions that comprise the TA study network of junctions:

REF	JUNCTION	CONTROL
SJ1	Site/Llanrwst Road	priority;
SJ2	Llanrwst Road/Mill Hill/New Street	priority;
SJ3	A547 Castle Square/Llanrwst Road	mini-roundabout;
SJ4	A547 Rose Hill Street/Castle Street	priority;
SJ5	St Agnes Road/Sychnant Pass Road	priority.

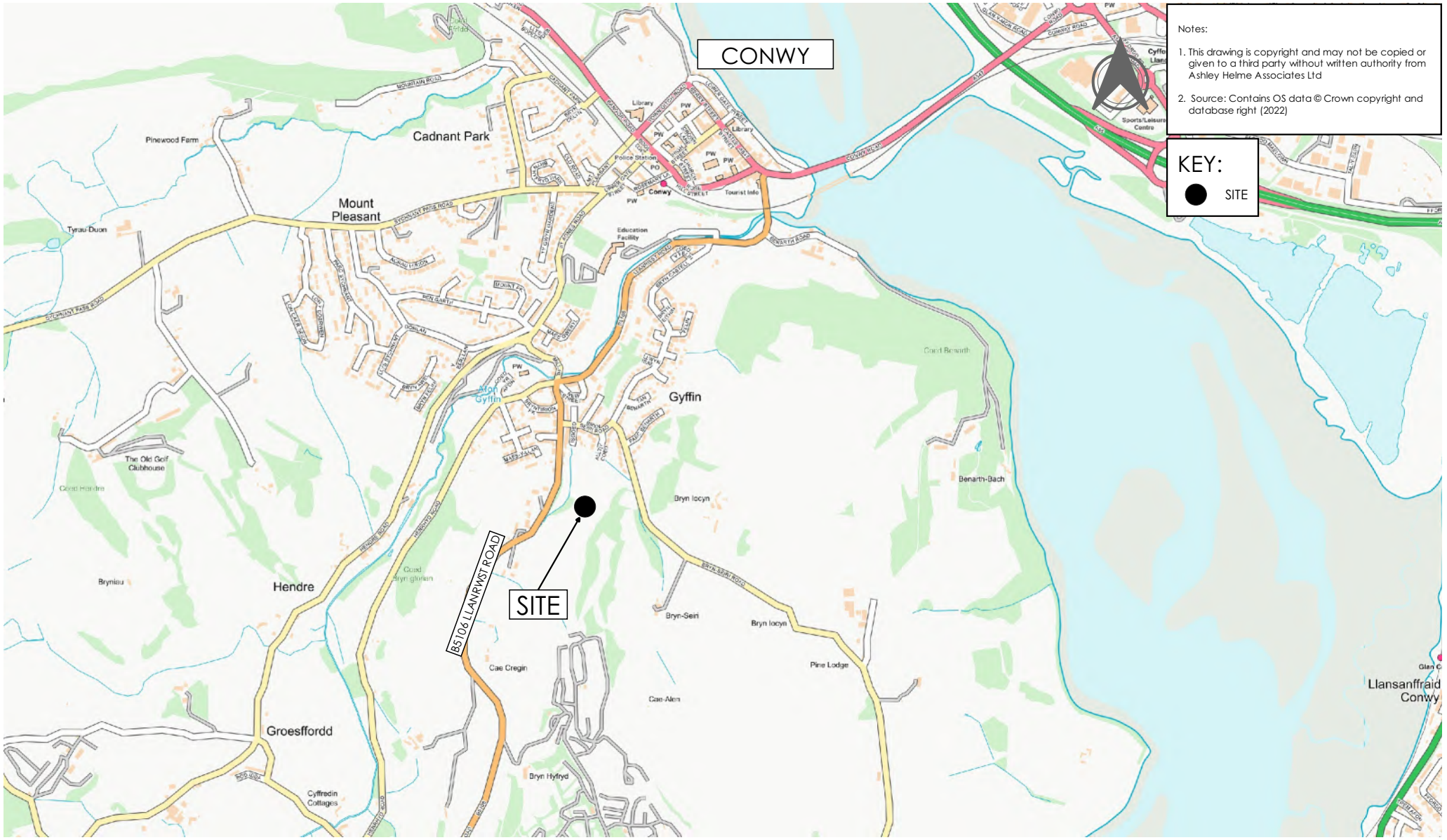
10.6.2 Comprehensive analysis and modelling is undertaken for the year 2035 for the AM & PM peak hour Base and With Development situations.

10.6.3 It is concluded that the development will not have a detrimental impact on the operation of the local highway network.

10.7 Summary

10.7.1 It is concluded that the proposed development is in accordance with national and local transport policies, and that there are no transport/highways reasons for refusal of planning permission.

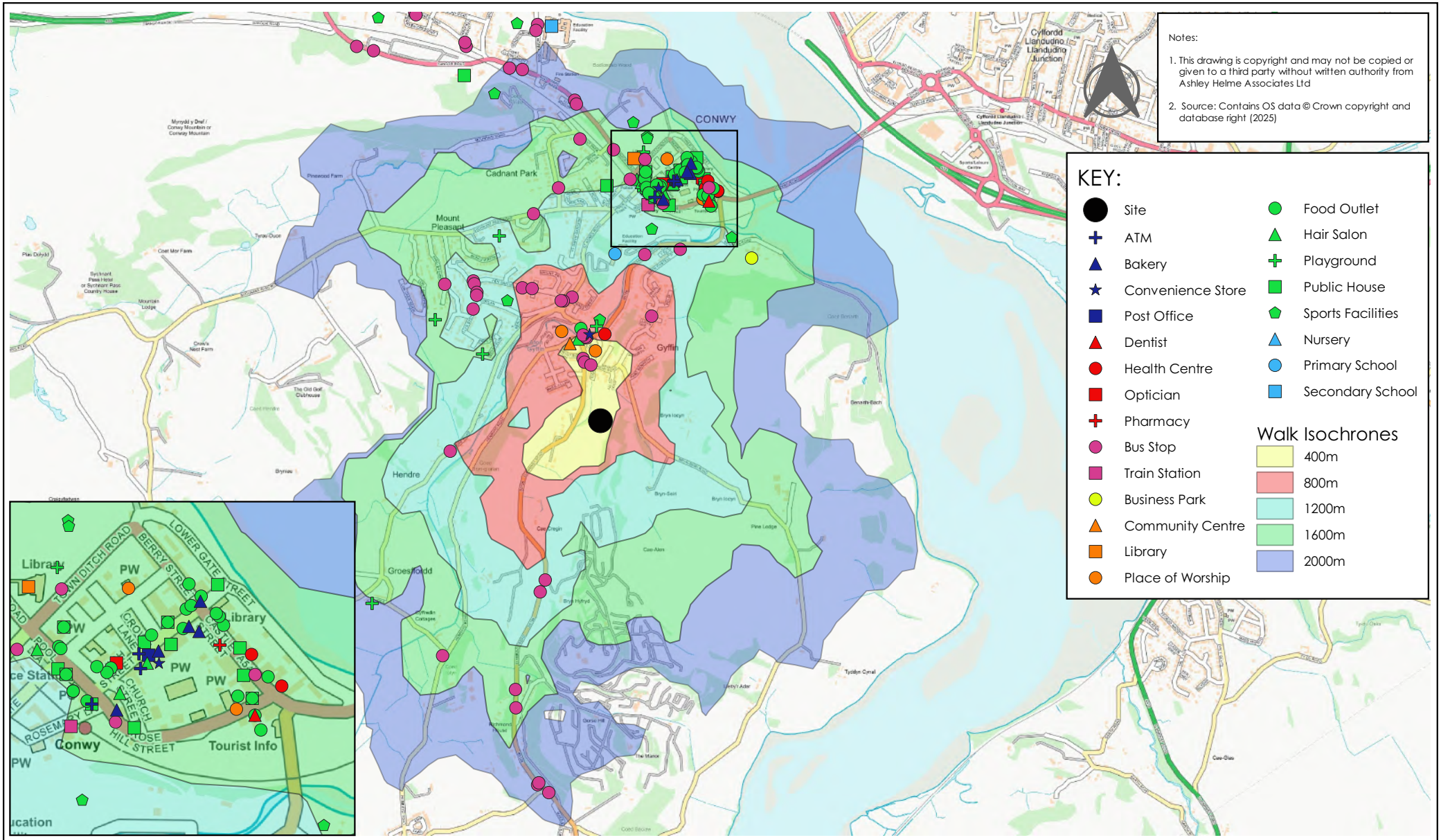
Figures



Project: LLANRWST ROAD, CONWY	Title: LOCATION PLAN	FIGURE 1.1	
Client: ADRA (TAI) CYFYNGEDIG		Date: MAY 2022	Scale: NTS

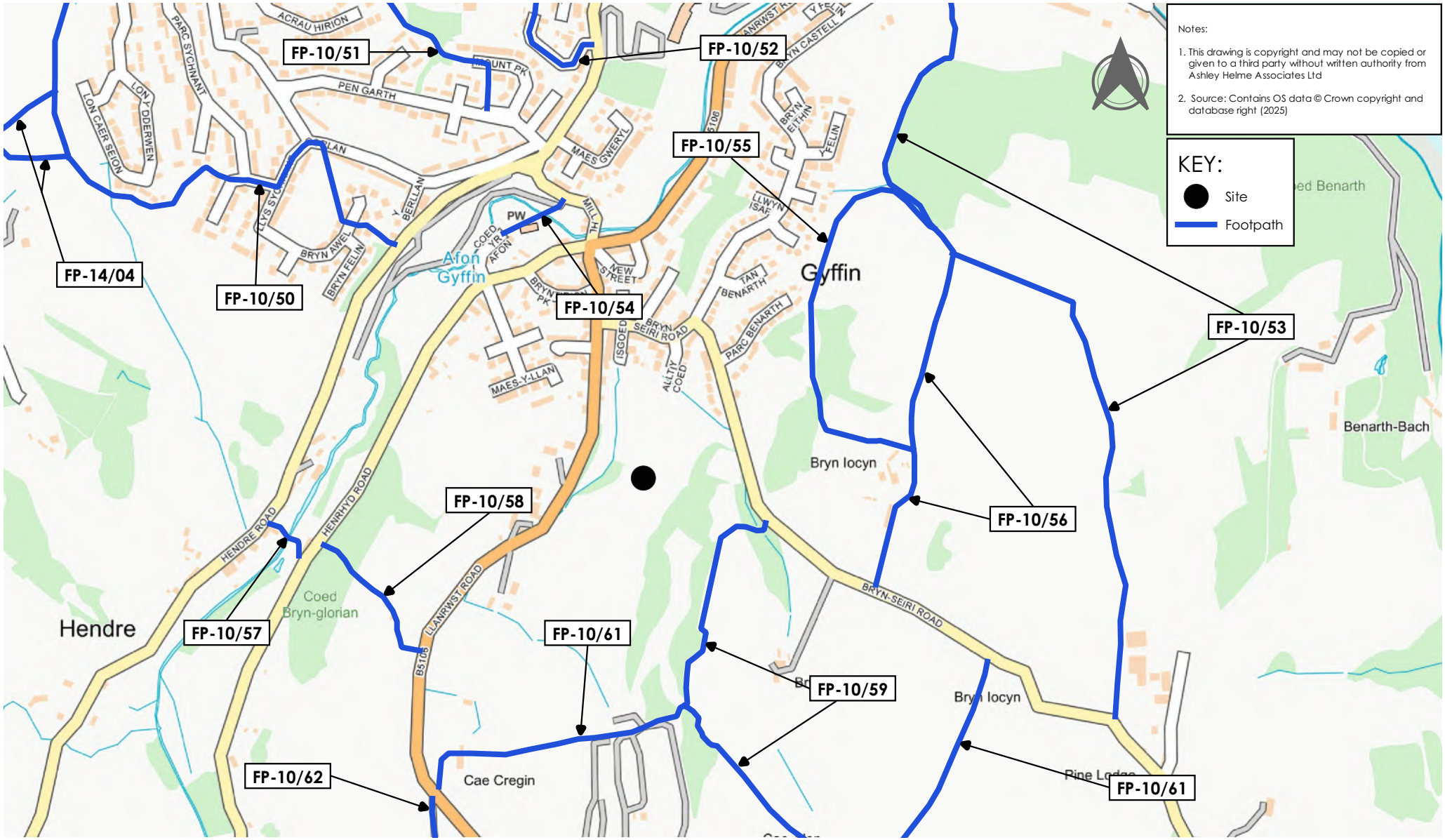
ASHLEY HELME ASSOCIATES

Project: LLANRWST ROAD, CONWY	Title: STUDY JUNCTIONS	FIGURE 2.1	ASHLEY HELME ASSOCIATES
Client: ADRA (TAI) CYFYNGEDIG		Date: NOVEMBER 2022 / Scale: NTS	



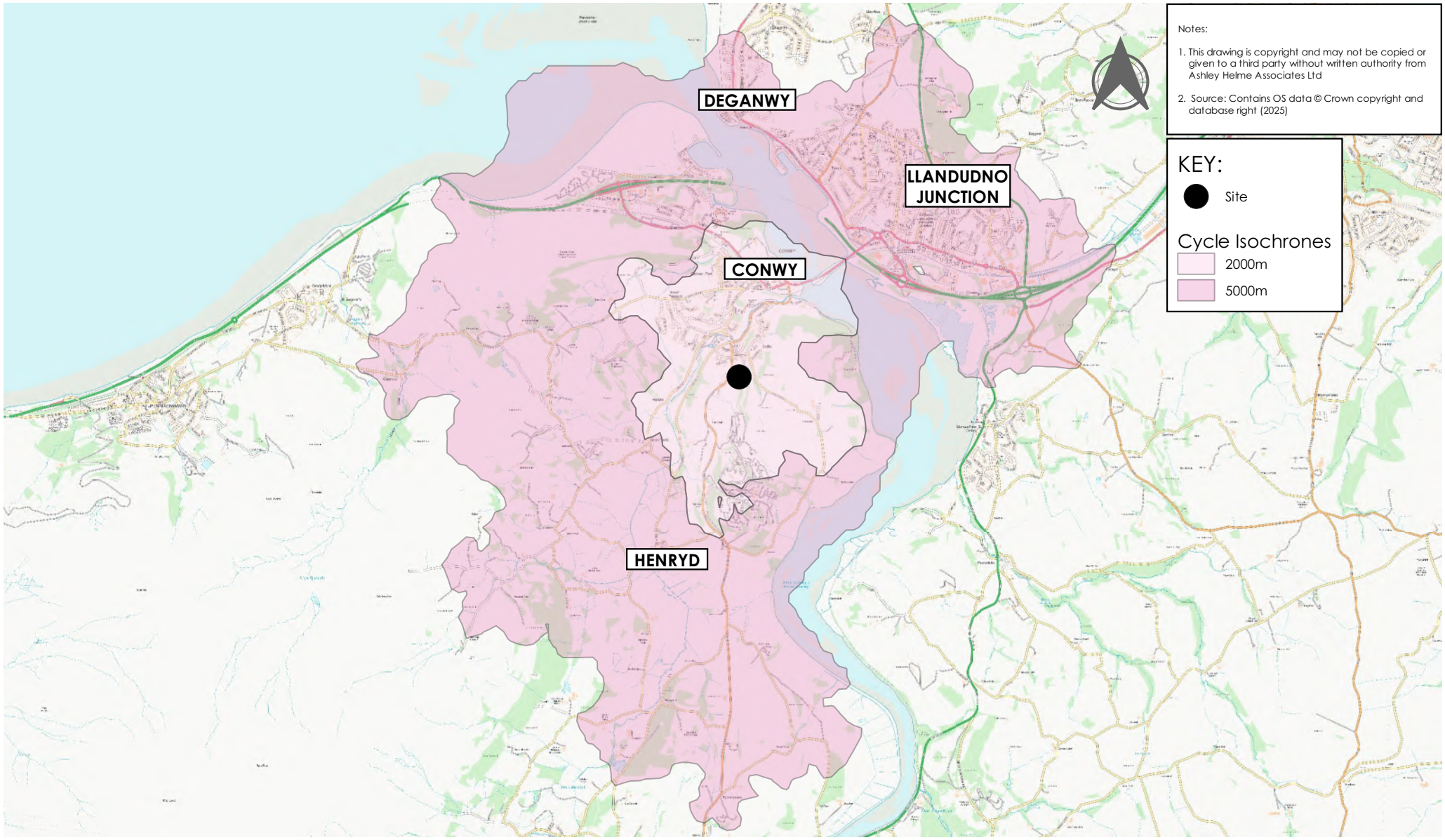
Project: LLANRWST ROAD, CONWY	Title: WALK ISOCHRONES AND AMENITIES	FIGURE 5.1	
Client: ADRA (TAI) CYFYNEDIG		Date: AUGUST 2025	Scale: NTS

ASHLEY HELME ASSOCIATES



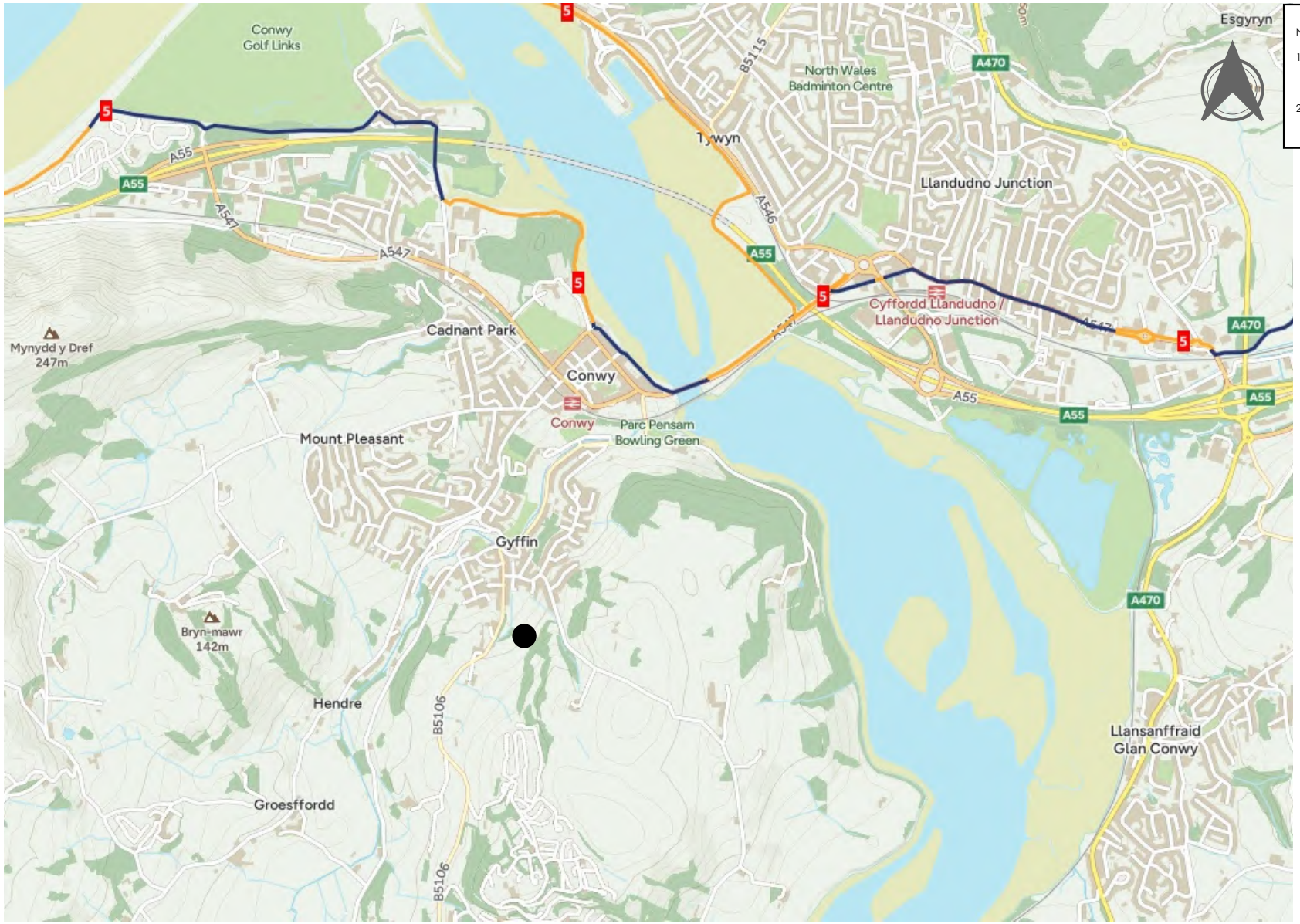
Project: LLANWRST ROAD, CONWY	Title: PUBLIC RIGHTS OF WAY (PROW)	FIGURE 5.2	
Client: ADRA (TAI) CYFYNGEDIG		Date: AUGUST 2025	Scale: NTS

ASHLEY HELME ASSOCIATES



Project: LLANRWST ROAD, CONWY	Title: CYCLE ISOCHRONES	FIGURE 5.3	
Client: ADRA (TAI) CYFYNGEDIG		Date: AUGUST 2025	Scale: NTS

ASHLEY HELME ASSOCIATES



Notes:

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2. Source: Contains OS data © Crown copyright and database right (2025)

KEY:

- Site
- Traffic Free Cycle Route
- On Road Cycle Route

Project: LLANRWST ROAD, CONWY	Title: CYCLE ROUTES	FIGURE 5.4	
Client: ADRA (TAI) CYFYNGEDIG		Date: AUGUST 2025	Scale: NTS

ASHLEY HELME ASSOCIATES

Tables

AREA OF WORKPLACE RESIDENT POPULATION	ROUTE ASSIGNMENT					
	A547 (E)	B5106 LLANRWST ROAD (S)	A547 ROSE HILL STREET	SYCHNANT PASS ROAD		
LOCAL AUTHORITY/COUNTY/REGION					TOTAL	%
Cheshire West & Chester	17				**17**	1.2
Halton	2				**2**	0.1
Warrington	8				**8**	0.6
Knowsley	2				**2**	0.1
Liverpool	4				**4**	0.3
Wirral	4				**4**	0.3
Isle of Anglesey			34		**34**	2.5
Gwynedd		8			**8**	0.6
Denbighshire	145				**145**	10.5
Flintshire	30				**30**	2.2
Wrexham	13				**13**	0.9
MIDDLE SUPER OUTPUT AREA						%
Conwy 001	216				**216**	15.7
Conwy 002	67				**67**	4.9
Conwy 003	33				**33**	2.4
Conwy 004	51				**51**	3.7
Conwy 005	13				**13**	0.9
Conwy 006	60				**60**	4.4
Conwy 007	124				**124**	9.0
Conwy 008	67				**67**	4.9
Conwy 009	13				**13**	0.9
Conwy 010	28				**28**	2.0
Conwy 011	106				**106**	7.7
Conwy 012		114	115		**229**	16.6
Conwy 013			21	13	**34**	2.5
Conwy 014	8				**8**	0.6
Conwy 015		62			**62**	4.5
TOTAL	**1011**	**184**	**170**	**13**	**1378**	100.0
%	73.4	13.4	12.3	0.9	100.0	

Table 8.1 **2011 Census Distribution**
Place of Work
Residents in Conwy 012 Middle Super Output Area

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	RFC	QUEUE (pcu)	DELAY (mins/pcu)	RFC	QUEUE (pcu)	DELAY (mins/pcu)
2030 With Development, Proposed Junction Geometry[1]						
Site Access	0.09	0.1	9.16	0.04	0.0	8.81
Llanrwst Road	0.00	0.0	5.81	0.01	0.0	6.38

Notes:
1. Refer Drg No1816/06 for proposed Site access drawing.
2. Refer Figure C5, Appendix C for 2035 With Development traffic flows.

Table 9.1 PICADY RESULTS SJ1 Proposed Site Access/Llanrwst Road

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	RFC	QUEUE (pcu)	DELAY (mins/pcu)	RFC	QUEUE (pcu)	DELAY (mins/pcu)
2025 Traffic Count, Existing Junction Geometry[1, 2]						
New Street	0.00	0.0	0.00	0.00	0.0	0.00
Llanrwst Road (E)	0.11	0.2	6.78	0.13	0.2	6.74
Mill Hill left	0.20	0.3	7.80	0.20	0.3	8.28
Mill Hill straight and right	0.10	0.1	10.03	0.18	0.2	11.01
Llanrwst Road (S)	0.00	0.0	0.00	0.00	0.0	5.87
2035 Base, Existing Junction Geometry[3]						
New Street	0.00	0.0	0.00	0.00	0.0	0.00
Llanrwst Road (E)	0.12	0.2	6.83	0.14	0.2	6.79
Mill Hill left	0.22	0.3	8.05	0.23	0.3	8.63
Mill Hill straight and right	0.11	0.1	10.31	0.20	0.3	11.52
Llanrwst Road (S)	0.00	0.0	0.00	0.00	0.0	5.80
2030 With Development, Existing Junction Geometry[4]						
New Street	0.00	0.0	0.00	0.00	0.0	0.00
Llanrwst Road (E)	0.13	0.2	6.85	0.15	0.3	6.63
Mill Hill left	0.22	0.3	8.21	0.23	0.3	8.75
Mill Hill straight and right	0.11	0.1	10.58	0.21	0.3	11.86
Llanrwst Road (S)	0.00	0.0	0.00	0.00	0.0	5.78

Notes:
1. Refer Drg No1816/03 for existing junction arrangement drawing.
2. Refer Figure C1, Appendix C for 2025 traffic count flows.
3. Refer Figure C2, Appendix C for 2035 Base traffic flows.
4. Refer Figure C5, Appendix C for 2035 With Development traffic flows.

Table 9.2 PICADY RESULTS SJ2 Llanrwst Road/Mill Hill/New Street

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	RFC	QUEUE (pcu)	DELAY (mins/pcu)	RFC	QUEUE (pcu)	DELAY (mins/pcu)
2025 Traffic Count, Existing Junction Geometry[1, 2]						
A547 Conway Road	0.46	0.9	5.43	0.57	1.5	6.85
Llanrwst Road	0.24	0.4	9.85	0.25	0.4	10.84
A547 Castle Street	0.56	1.4	9.10	0.48	1.0	7.74
2035 Base, Existing Junction Geometry[3]						
A547 Conway Road	0.51	1.1	5.94	0.63	1.9	7.90
Llanrwst Road	0.28	0.4	10.76	0.28	0.4	12.07
A547 Castle Street	0.62	1.7	10.42	0.53	1.2	8.53
2030 With Development, Existing Junction Geometry[4]						
A547 Conway Road	0.51	1.2	6.05	0.65	2.0	8.40
Llanrwst Road	0.35	0.6	11.89	0.31	0.5	12.58
A547 Castle Street	0.63	1.9	11.14	0.53	1.2	8.74

Notes:
1. Refer Drg No1816/04 for existing junction arrangement drawing.
2. Refer Figure C1, Appendix C for 2025 traffic count flows.
3. Refer Figure C2, Appendix C for 2035 Base traffic flows.
4. Refer Figure C5, Appendix C for 2035 With Development traffic flows.

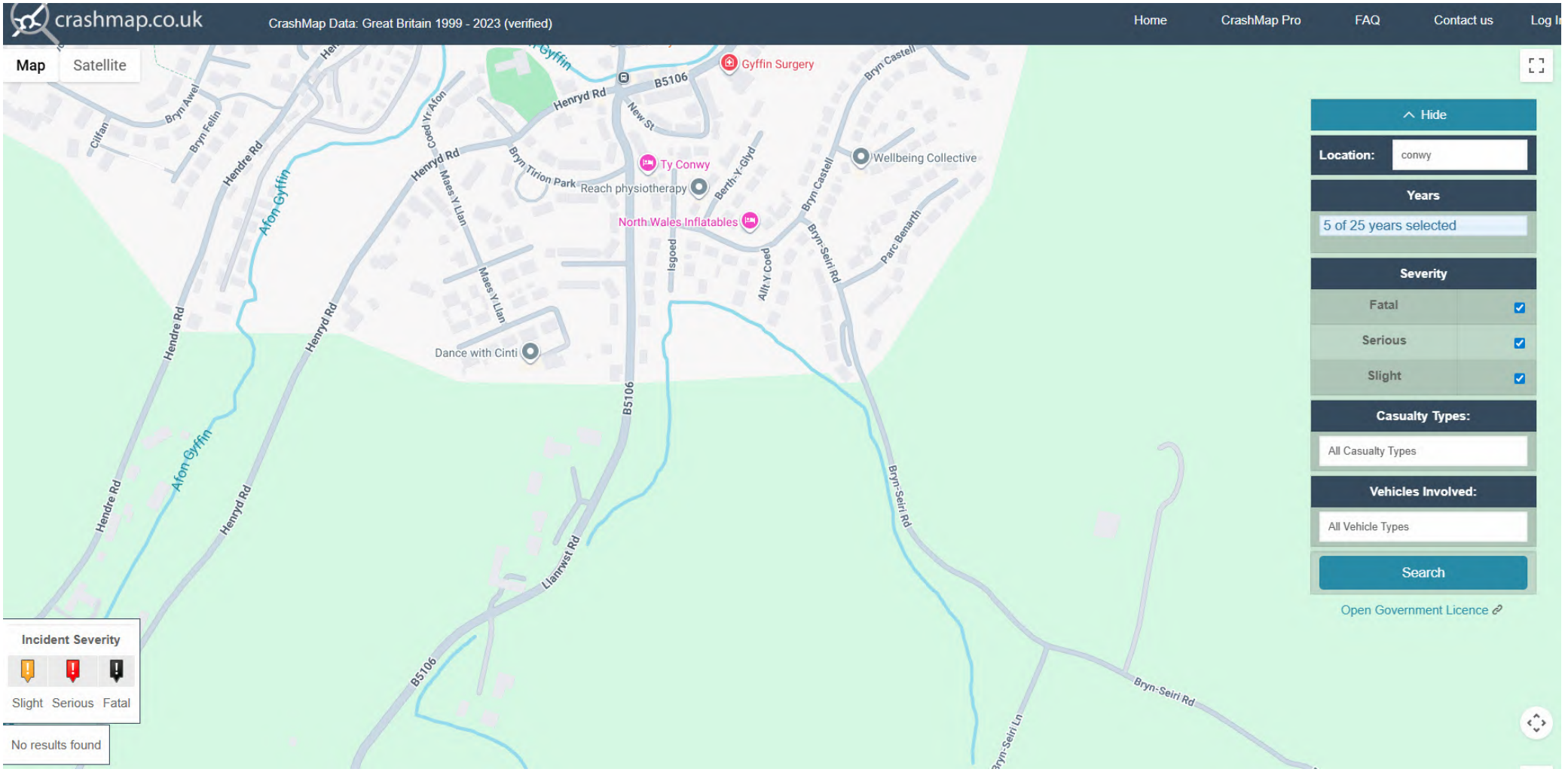
Table 9.3 PICADY RESULTS SJ3 A547 Conway Road/Llanrwst Road

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	RFC[5]	QUEUE (pcu)	DELAY (mins/pcu)	RFC[5]	QUEUE (pcu)	DELAY (mins/pcu)
2025 Traffic Count, Existing Junction Geometry[1, 2]						
A547 Conway Road	-	1.2	5.81	-	1.5	7.78
Llanrwst Road	-	0.6	16.49	-	0.7	18.28
A547 Castle Street	-	1.4	9.57	-	1.3	8.13
2035 Base, Existing Junction Geometry[3]						
A547 Conway Road	-	1.5	6.28	-	2.5	8.37
Llanrwst Road	-	0.6	17.60	-	0.8	21.46
A547 Castle Street	-	1.7	10.76	-	1.5	8.80
2030 With Development, Existing Junction Geometry[4]						
A547 Conway Road	-	1.3	6.49	-	2.5	8.72
Llanrwst Road	-	1.1	19.48	-	1.0	22.05
A547 Castle Street	-	2.6	12.76	-	1.5	9.45

Notes:
1. Refer Drg No1816/04 for existing junction arrangement drawing.
2. Refer Figure C1, Appendix C for 2025 traffic count flows.
3. Refer Figure C2, Appendix C for 2035 Base traffic flows.
4. Refer Figure C5, Appendix C for 2035 With Development traffic flows.
5. PICADY has to be run in simulation mode to model the narrowing on Llanrwst Road and RFC values are not provided in this mode.

Table 9.4 PICADY RESULTS SJ3 A547 Conway Road/Llanrwst Road Narrowing on Llanrwst Road Modelled

Appendix A CrashMap Data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CrashMap Data: Great Britain 1999 - 2023 (verified)
Home
CrashMap Pro
FAQ
Contact us
Log In
Map
Satellite
Gyffin Surgery
Ty Conwy
Reach physiotherapy
Wellbeing Collective
North Wales Inflatables
Dance with Cinti
Hide
Location:
conwy
Years
5 of 25 years selected
Severity
Fatal
Serious
Slight
Casualty Types:
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Vehicles Involved:
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Search
Open Government Licence
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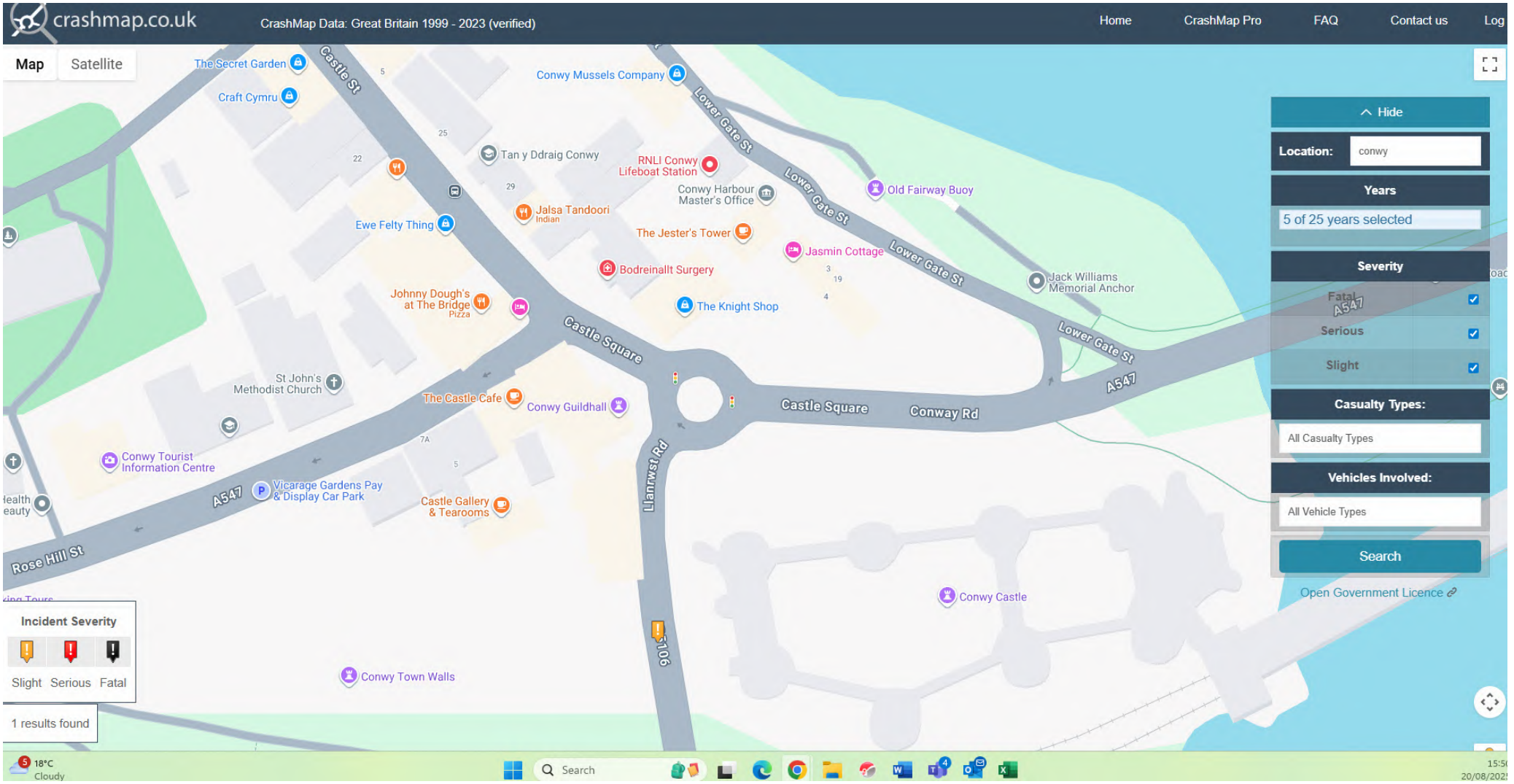
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CrashMap Pro
FAQ
Contact us
Log
Map
Satellite
The Secret Garden
Craft Cymru
Conwy Mussels Company
Tan y Ddraig Conwy
RNLI Conwy Lifeboat Station
Conwy Harbour Master's Office
Old Fairway Buoy
Jalsa Tandoori
Indian
Ewe Felty Thing
The Jester's Tower
Jasmin Cottage
Bodreinallt Surgery
Jack Williams Memorial Anchor
Johnny Dough's at The Bridge
Pizza
The Knight Shop
St John's Methodist Church
The Castle Cafe
Conwy Guildhall
Conwy Tourist Information Centre
Vicarage Gardens Pay & Display Car Park
Castle Gallery & Tearooms
Conwy Town Walls
Conwy Castle
Castle St
Lower Gate St
Castle Square
Conway Rd
Llanrwst Rd
A547
Rose Hill St
Hide
Location:
conwy
Years
5 of 25 years selected
Severity
Fatal
Serious
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Vehicles Involved:
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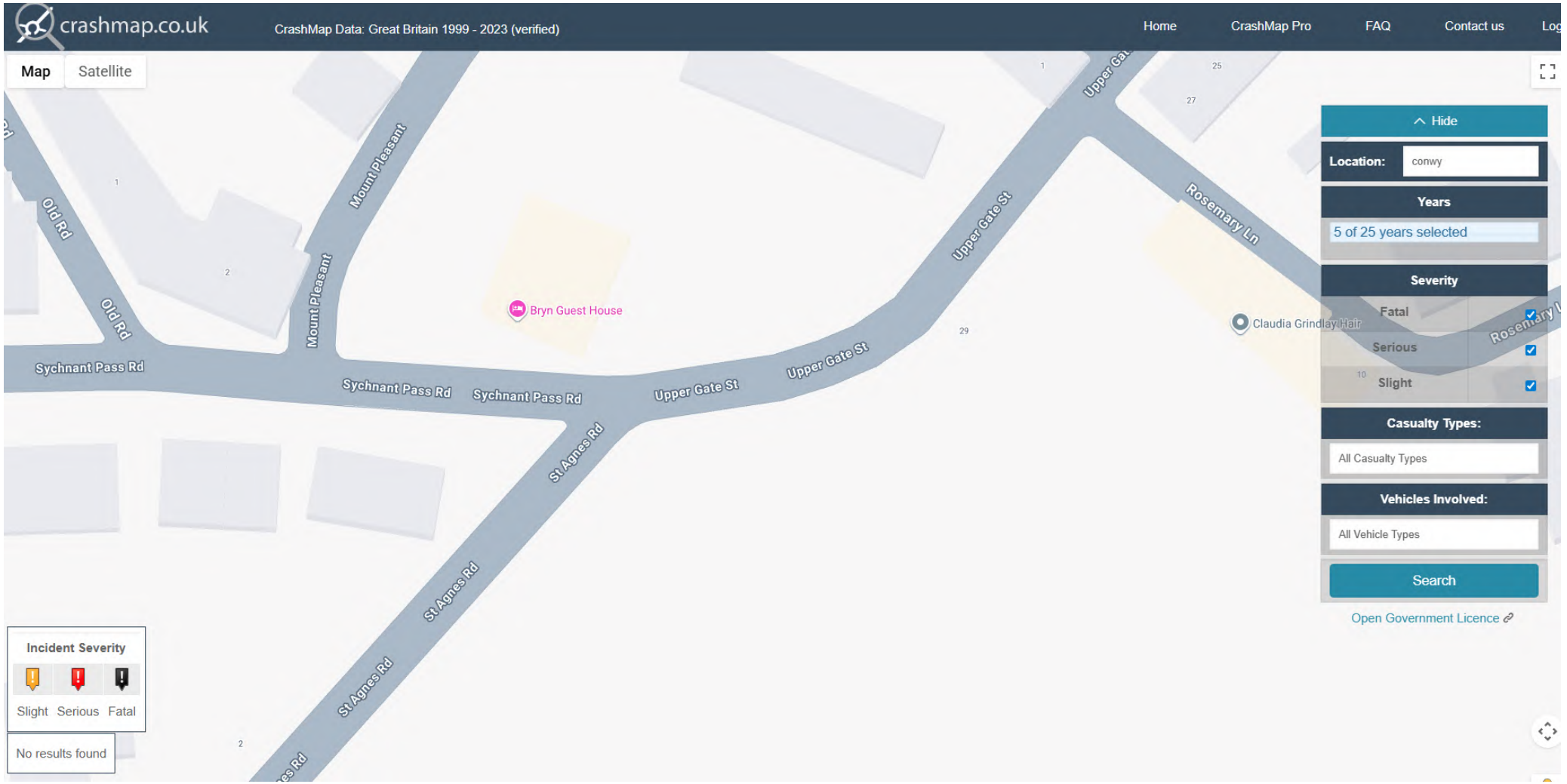
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Map
Satellite
Hide
Location:
conwy
Years
5 of 25 years selected
Severity
Fatal
Serious
Slight
Casualty Types:
All Casualty Types
Vehicles Involved:
All Vehicle Types
Search
Open Government Licence
Bryn Guest House
Claudia Grindlay Hair
Old Rd
Mount Pleasant
Sychnant Pass Rd
Upper Gate St
Rosemary Ln
St Agnes Rd
Incident Severity
Slight
Serious
Fatal
No results found

Appendix B ATC Data

Automatic Classified Counts, Conwy

LOCATION: B5106 LLANRWST ROAD (SOUTHERN SITE)

Direction : SOUTHBOUND

Tuesday 03/06/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	4	2	0	0	0	0	0	0	0	0	0	0	0	6
2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	3	1	0	0	0	0	0	0	0	0	0	0	4
7	11	3	0	0	0	0	0	0	0	0	0	0	0	14
8	51	14	0	0	0	0	0	0	0	0	0	2	0	67
9	102	9	0	0	1	0	0	1	0	0	0	1	0	114
10	70	13	0	0	1	0	0	0	0	0	0	0	0	84
11	71	15	0	0	1	0	0	0	0	0	0	0	0	87
12	96	11	0	0	1	0	0	0	0	0	0	1	0	109
13	108	8	0	0	2	0	1	0	0	0	0	0	0	119
14	119	11	0	0	0	0	0	0	0	0	0	2	0	132
15	115	17	0	0	1	0	0	0	0	0	0	0	0	133
16	159	12	0	0	2	0	0	0	0	0	0	1	0	174
17	157	14	0	0	1	0	0	0	0	0	0	0	0	172
18	183	11	0	0	1	0	0	0	0	0	0	0	0	195
19	89	7	0	0	1	0	0	0	0	0	0	1	0	98
20	72	10	0	0	2	0	0	0	0	0	0	0	0	84
21	61	3	0	0	0	0	0	0	0	0	0	0	0	64
22	27	1	0	0	0	0	0	0	0	0	0	0	0	28
23	19	0	0	0	0	0	0	0	0	0	0	0	0	19
24	8	0	0	0	0	0	0	0	0	0	0	0	0	8

7-19	1320	142	0	0	12	0	1	1	0	0	0	8	0	1484
6-22	1491	159	0	0	14	0	1	1	0	0	0	8	0	1674
6-24	1518	159	0	0	14	0	1	1	0	0	0	8	0	1701
0-24	1525	164	1	0	14	0	1	1	0	0	0	8	0	1714

Direction : NORTHBOUND

Tuesday 03/06/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	11	2	1	0	0	0	0	0	0	0	0	0	0	14
7	20	4	1	0	0	0	0	0	0	0	0	0	0	25
8	72	15	0	0	1	0	0	0	0	0	0	1	0	89
9	171	24	0	0	1	0	0	0	0	0	0	2	0	198
10	124	18	1	0	0	0	0	0	0	0	0	1	0	144
11	119	7	0	0	0	0	0	0	0	0	0	1	0	127
12	118	17	1	0	3	0	0	0	0	0	0	0	0	139
13	95	15	0	0	0	0	0	0	0	0	0	0	0	110
14	120	10	2	0	3	0	0	0	0	0	0	0	0	135
15	126	20	0	0	1	0	0	0	0	0	0	1	0	148
16	102	19	0	0	3	0	0	0	0	0	0	2	0	126
17	95	22	0	0	1	0	0	0	0	0	0	1	0	119
18	88	15	0	0	1	0	0	0	0	0	0	0	0	104
19	52	7	0	0	1	0	0	0	0	0	0	1	0	61
20	41	3	0	0	0	0	0	1	0	0	0	0	0	45
21	27	2	0	0	0	0	0	0	0	0	0	0	0	29
22	17	2	0	0	0	0	0	0	0	0	0	0	0	19
23	15	1	0	0	0	0	0	0	0	0	0	0	0	16
24	4	0	0	0	0	0	0	0	0	0	0	0	0	4

7-19	1282	189	4	0	15	0	0	0	0	0	0	10	0	1500
6-22	1387	200	5	0	15	0	0	1	0	0	0	10	0	1618
6-24	1406	201	5	0	15	0	0	1	0	0	0	10	0	1638
0-24	1423	203	6	0	15	0	0	1	0	0	0	10	0	1658

Automatic Classified Counts, Conwy

LOCATION: B5106 LLANRWST ROAD (SOUTHERN SITE)

Direction : SOUTHBOUND

Tuesday 03/06/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	4	1	0	0	0	0	0	0	0	6
2	0	0	0	3	0	0	0	0	0	0	0	0	3
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	3	1	0	0	0	0	0	0	0	0	4
7	0	0	8	6	0	0	0	0	0	0	0	0	14
8	1	8	37	16	5	0	0	0	0	0	0	0	67
9	0	8	67	35	4	0	0	0	0	0	0	0	114
10	0	3	53	26	2	0	0	0	0	0	0	0	84
11	0	7	59	18	3	0	0	0	0	0	0	0	87
12	0	20	74	14	1	0	0	0	0	0	0	0	109
13	0	13	81	25	0	0	0	0	0	0	0	0	119
14	0	6	102	22	2	0	0	0	0	0	0	0	132
15	1	5	96	27	4	0	0	0	0	0	0	0	133
16	0	11	127	33	3	0	0	0	0	0	0	0	174
17	0	20	117	32	3	0	0	0	0	0	0	0	172
18	1	6	149	39	0	0	0	0	0	0	0	0	195
19	0	8	60	25	5	0	0	0	0	0	0	0	98
20	0	7	54	19	4	0	0	0	0	0	0	0	84
21	0	3	40	20	1	0	0	0	0	0	0	0	64
22	0	5	11	11	1	0	0	0	0	0	0	0	28
23	0	0	4	12	3	0	0	0	0	0	0	0	19
24	0	0	5	2	0	1	0	0	0	0	0	0	8
7-19	3	115	1022	312	32	0	0	0	0	0	0	0	1484
6-22	3	130	1135	368	38	0	0	0	0	0	0	0	1674
6-24	3	130	1144	382	41	1	0	0	0	0	0	0	1701
0-24	3	130	1148	390	42	1	0	0	0	0	0	0	1714

Direction : NORTHBOUND

Tuesday 03/06/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	2	1	0	0	0	0	0	0	0	4
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	1	0	0	0	0	0	0	0	0	0	1
5	0	0	0	1	0	0	0	0	0	0	0	0	1
6	0	2	5	6	1	0	0	0	0	0	0	0	14
7	0	0	17	7	1	0	0	0	0	0	0	0	25
8	0	3	58	25	3	0	0	0	0	0	0	0	89
9	0	14	149	30	4	1	0	0	0	0	0	0	198
10	0	7	96	36	5	0	0	0	0	0	0	0	144
11	0	18	91	18	0	0	0	0	0	0	0	0	127
12	0	13	107	19	0	0	0	0	0	0	0	0	139
13	0	7	68	31	4	0	0	0	0	0	0	0	110
14	0	10	102	21	2	0	0	0	0	0	0	0	135
15	1	12	103	32	0	0	0	0	0	0	0	0	148
16	0	12	85	27	1	1	0	0	0	0	0	0	126
17	0	7	68	38	6	0	0	0	0	0	0	0	119
18	0	6	68	25	5	0	0	0	0	0	0	0	104
19	0	5	36	18	2	0	0	0	0	0	0	0	61
20	0	5	27	10	3	0	0	0	0	0	0	0	45
21	0	3	20	6	0	0	0	0	0	0	0	0	29
22	0	2	9	7	1	0	0	0	0	0	0	0	19
23	0	1	5	6	4	0	0	0	0	0	0	0	16
24	0	0	0	3	0	1	0	0	0	0	0	0	4
7-19	1	114	1031	320	32	2	0	0	0	0	0	0	1500
6-22	1	124	1104	350	37	2	0	0	0	0	0	0	1618
6-24	1	125	1109	359	41	3	0	0	0	0	0	0	1638
0-24	1	127	1116	368	43	3	0	0	0	0	0	0	1658

Automatic Classified Counts, Conwy

LOCATION: B5106 LLANRWST ROAD (SOUTHERN SITE)

Direction : SOUTHBOUND

Wednesday 04/06/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	0	1	0	0	0	0	0	0	0	0	0	0	2
6	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7	12	5	0	0	0	0	0	0	0	0	0	0	0	17
8	41	11	0	0	0	0	0	0	0	0	0	2	0	54
9	109	19	0	0	3	0	0	0	0	0	0	1	0	132
10	78	13	0	0	0	0	0	0	0	0	0	0	0	91
11	90	16	0	0	0	0	0	0	0	0	0	0	0	106
12	92	17	1	0	0	0	0	0	0	0	0	3	0	113
13	103	12	0	0	0	0	1	1	0	0	0	0	0	117
14	99	19	0	0	0	0	0	0	0	0	0	1	0	119
15	108	8	0	0	0	0	0	0	0	0	0	0	0	116
16	153	14	0	0	0	0	1	0	0	0	0	1	0	169
17	164	17	0	0	2	0	0	0	0	0	0	0	0	183
18	178	15	0	0	0	0	0	0	0	0	0	0	0	193
19	108	8	0	0	0	0	0	0	0	0	0	1	0	117
20	85	8	0	0	1	0	0	0	0	0	0	0	0	94
21	58	2	0	0	0	0	0	0	0	0	0	0	0	60
22	44	2	0	0	0	0	0	0	0	0	0	0	0	46
23	31	2	0	0	0	0	0	0	0	0	0	0	0	33
24	7	0	0	0	0	0	0	0	0	0	0	0	0	7

7-19	1323	169	1	0	5	0	2	1	0	0	0	9	0	1510
6-22	1522	186	1	0	6	0	2	1	0	0	0	9	0	1727
6-24	1560	188	1	0	6	0	2	1	0	0	0	9	0	1767
0-24	1564	189	2	0	6	0	2	1	0	0	0	9	0	1773

Direction : NORTHBOUND

Wednesday 04/06/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	3	0	0	0	0	0	0	0	0	0	0	0	0	3
6	9	1	1	0	0	0	0	0	0	0	0	0	0	11
7	27	5	0	0	0	0	0	0	0	0	0	0	0	32
8	88	16	1	0	0	0	0	0	0	0	0	2	0	107
9	179	20	0	0	1	0	1	0	0	0	0	3	0	204
10	130	17	0	0	0	0	0	0	0	0	0	2	0	149
11	127	19	0	0	0	0	0	0	0	0	0	2	0	148
12	116	26	0	0	0	0	0	0	0	0	0	2	0	144
13	104	19	0	0	0	0	0	0	0	0	0	0	0	123
14	103	11	0	0	0	0	0	0	0	0	0	0	0	114
15	100	20	0	0	0	0	0	0	0	0	0	0	0	120
16	104	13	1	0	1	0	0	0	0	0	0	2	0	121
17	110	18	0	0	0	0	0	0	0	0	0	1	0	129
18	118	13	0	0	0	0	0	0	0	0	0	0	0	131
19	84	5	0	0	0	0	0	0	0	0	0	1	0	90
20	45	5	0	0	0	0	0	0	0	0	0	0	0	50
21	45	3	0	0	0	0	0	0	0	0	0	0	0	48
22	29	4	0	0	0	0	0	0	0	0	0	0	0	33
23	17	2	0	0	0	0	0	0	0	0	0	0	0	19
24	8	0	0	0	0	0	0	0	0	0	0	0	0	8

7-19	1363	197	2	0	2	0	1	0	0	0	0	15	0	1580
6-22	1509	214	2	0	2	0	1	0	0	0	0	15	0	1743
6-24	1534	216	2	0	2	0	1	0	0	0	0	15	0	1770
0-24	1551	217	3	0	2	0	1	0	0	0	0	15	0	1789

Automatic Classified Counts, Conwy

LOCATION: B5106 LLANRWST ROAD (SOUTHERN SITE)

Direction : SOUTHBOUND

Wednesday 04/06/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	1	0	0	0	0	0	0	0	0	1
2	0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	1	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	1	1	0	0	0	0	0	0	0	0	2
6	0	0	0	1	0	0	0	0	0	0	0	0	1
7	0	0	7	8	2	0	0	0	0	0	0	0	17
8	0	1	20	30	3	0	0	0	0	0	0	0	54
9	0	0	64	59	9	0	0	0	0	0	0	0	132
10	0	7	66	15	3	0	0	0	0	0	0	0	91
11	0	13	76	17	0	0	0	0	0	0	0	0	106
12	1	14	75	22	1	0	0	0	0	0	0	0	113
13	0	8	86	21	2	0	0	0	0	0	0	0	117
14	0	10	82	27	0	0	0	0	0	0	0	0	119
15	0	5	86	23	2	0	0	0	0	0	0	0	116
16	1	10	122	30	6	0	0	0	0	0	0	0	169
17	0	16	122	40	5	0	0	0	0	0	0	0	183
18	0	17	115	52	9	0	0	0	0	0	0	0	193
19	0	8	65	38	4	2	0	0	0	0	0	0	117
20	0	6	57	28	3	0	0	0	0	0	0	0	94
21	0	4	35	17	4	0	0	0	0	0	0	0	60
22	0	2	37	5	2	0	0	0	0	0	0	0	46
23	0	1	19	10	3	0	0	0	0	0	0	0	33
24	0	1	4	1	1	0	0	0	0	0	0	0	7
7-19	2	109	979	374	44	2	0	0	0	0	0	0	1510
6-22	2	121	1115	432	55	2	0	0	0	0	0	0	1727
6-24	2	123	1138	443	59	2	0	0	0	0	0	0	1767
0-24	2	123	1140	446	60	2	0	0	0	0	0	0	1773

Direction : NORTHBOUND

Wednesday 04/06/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	1	0	0	0	0	0	0	0	0	1
2	0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	0	0	1	1	0	0	0	0	0	0	0	2
4	0	0	0	1	0	0	0	0	0	0	0	0	1
5	0	0	2	1	0	0	0	0	0	0	0	0	3
6	0	0	5	6	0	0	0	0	0	0	0	0	11
7	0	2	13	15	2	0	0	0	0	0	0	0	32
8	0	5	53	38	9	1	1	0	0	0	0	0	107
9	0	8	140	46	9	1	0	0	0	0	0	0	204
10	0	14	114	20	1	0	0	0	0	0	0	0	149
11	0	20	106	17	5	0	0	0	0	0	0	0	148
12	0	17	114	13	0	0	0	0	0	0	0	0	144
13	0	14	84	20	5	0	0	0	0	0	0	0	123
14	0	11	69	27	7	0	0	0	0	0	0	0	114
15	0	7	79	27	7	0	0	0	0	0	0	0	120
16	0	5	78	31	7	0	0	0	0	0	0	0	121
17	0	8	97	24	0	0	0	0	0	0	0	0	129
18	0	7	97	22	5	0	0	0	0	0	0	0	131
19	0	3	66	16	5	0	0	0	0	0	0	0	90
20	0	3	30	15	2	0	0	0	0	0	0	0	50
21	0	5	23	17	2	1	0	0	0	0	0	0	48
22	0	2	19	11	1	0	0	0	0	0	0	0	33
23	0	3	8	6	2	0	0	0	0	0	0	0	19
24	0	0	5	2	0	1	0	0	0	0	0	0	8
7-19	0	119	1097	301	60	2	1	0	0	0	0	0	1580
6-22	0	131	1182	359	67	3	1	0	0	0	0	0	1743
6-24	0	134	1195	367	69	4	1	0	0	0	0	0	1770
0-24	0	134	1203	377	70	4	1	0	0	0	0	0	1789

Automatic Classified Counts, Conwy

LOCATION: B5106 LLANRWST ROAD (SOUTHERN SITE)

Direction : SOUTHBOUND

Thursday 05/06/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	1	1	0	0	0	0	0	0	0	0	0	0	0	2
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7	11	3	1	0	0	0	0	0	0	0	0	0	0	15
8	48	10	1	0	0	0	0	0	0	0	0	2	0	61
9	123	17	1	0	1	0	0	0	0	0	0	1	0	143
10	75	14	2	0	0	0	0	0	0	0	0	0	0	91
11	77	21	0	0	0	0	0	0	0	0	0	0	0	98
12	95	13	0	0	0	0	0	0	0	0	0	2	0	110
13	112	18	0	0	0	0	1	0	0	0	0	1	0	132
14	95	11	0	0	0	0	0	0	0	0	0	1	0	107
15	126	17	0	0	0	0	0	0	0	0	0	1	0	144
16	161	16	0	0	2	0	1	0	0	0	0	1	0	181
17	174	14	0	0	0	0	0	0	0	0	0	0	0	188
18	189	11	0	0	1	0	0	0	0	0	0	0	0	201
19	102	5	0	0	1	0	0	0	0	0	0	0	0	108
20	84	11	0	0	0	0	0	0	0	0	0	1	0	96
21	80	1	0	0	0	0	0	0	0	0	0	0	0	81
22	71	3	0	0	0	0	0	0	0	0	0	0	0	74
23	23	0	0	0	0	0	0	0	0	0	0	0	0	23
24	9	1	0	0	0	0	0	0	0	0	0	0	0	10

7-19	1377	167	4	0	5	0	2	0	0	0	0	9	0	1564
6-22	1623	185	5	0	5	0	2	0	0	0	0	10	0	1830
6-24	1655	186	5	0	5	0	2	0	0	0	0	10	0	1863
0-24	1662	188	5	0	5	0	2	0	0	0	0	10	0	1872

Direction : NORTHBOUND

Thursday 05/06/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
3	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	8	0	0	0	0	0	0	0	0	0	0	0	0	8
7	31	2	0	0	0	0	0	0	0	0	0	0	0	33
8	80	10	1	0	0	0	0	0	0	0	0	2	0	93
9	158	26	0	0	0	0	0	0	0	0	0	2	0	186
10	103	13	0	0	0	0	0	0	0	0	0	1	0	117
11	116	16	0	0	0	0	0	0	0	0	0	2	0	134
12	121	21	1	0	1	0	0	0	1	0	0	0	0	145
13	107	13	0	0	0	0	0	0	0	0	0	3	0	123
14	103	22	0	0	2	0	0	0	0	0	0	0	0	127
15	115	21	0	0	2	0	0	0	0	0	0	1	0	139
16	105	14	0	0	1	0	0	0	0	0	0	2	0	122
17	113	27	1	0	1	0	0	0	1	0	0	1	0	144
18	109	15	1	0	1	0	0	0	0	0	0	0	0	126
19	76	12	0	0	0	0	0	0	0	0	0	1	0	89
20	53	3	0	0	0	0	0	0	0	0	0	0	0	56
21	33	2	0	0	0	0	0	0	0	0	0	0	0	35
22	34	0	0	0	0	0	0	0	0	0	0	0	0	34
23	12	2	0	0	0	0	0	0	0	0	0	0	0	14
24	7	0	0	0	0	0	0	0	0	0	0	0	0	7

7-19	1306	210	4	0	8	0	0	0	2	0	0	15	0	1545
6-22	1457	217	4	0	8	0	0	0	2	0	0	15	0	1703
6-24	1476	219	4	0	8	0	0	0	2	0	0	15	0	1724
0-24	1492	220	4	0	8	0	0	0	2	0	0	15	0	1741

Automatic Classified Counts, Conwy

LOCATION: B5106 LLANRWST ROAD (SOUTHERN SITE)

Direction : SOUTHBOUND

Thursday 05/06/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	2	1	1	0	0	0	0	0	0	0	4
2	0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	0	1	0	0	0	0	0	0	0	0	0	1
4	0	0	0	2	0	0	0	0	0	0	0	0	2
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	1	0	0	0	0	0	0	0	0	0	1
7	0	0	7	6	2	0	0	0	0	0	0	0	15
8	0	5	31	23	2	0	0	0	0	0	0	0	61
9	0	3	78	54	8	0	0	0	0	0	0	0	143
10	0	2	64	21	4	0	0	0	0	0	0	0	91
11	0	1	74	20	3	0	0	0	0	0	0	0	98
12	0	7	80	20	2	1	0	0	0	0	0	0	110
13	0	13	98	21	0	0	0	0	0	0	0	0	132
14	0	6	80	17	4	0	0	0	0	0	0	0	107
15	0	7	98	36	3	0	0	0	0	0	0	0	144
16	0	9	125	44	3	0	0	0	0	0	0	0	181
17	0	8	122	50	8	0	0	0	0	0	0	0	188
18	0	19	127	49	6	0	0	0	0	0	0	0	201
19	0	7	60	33	7	1	0	0	0	0	0	0	108
20	0	8	51	35	2	0	0	0	0	0	0	0	96
21	0	5	48	22	6	0	0	0	0	0	0	0	81
22	0	5	45	21	3	0	0	0	0	0	0	0	74
23	0	2	9	11	1	0	0	0	0	0	0	0	23
24	0	1	3	4	2	0	0	0	0	0	0	0	10
7-19	0	87	1037	388	50	2	0	0	0	0	0	0	1564
6-22	0	105	1188	472	63	2	0	0	0	0	0	0	1830
6-24	0	108	1200	487	66	2	0	0	0	0	0	0	1863
0-24	0	108	1205	490	67	2	0	0	0	0	0	0	1872

Direction : NORTHBOUND

Thursday 05/06/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	0	0	0	0	0	0	0	0	0	1
2	0	0	0	2	1	0	0	0	0	0	0	0	3
3	0	0	1	1	0	0	0	0	0	0	0	0	2
4	0	0	1	0	0	0	0	0	0	0	0	0	1
5	0	0	1	0	1	0	0	0	0	0	0	0	2
6	0	0	4	4	0	0	0	0	0	0	0	0	8
7	0	1	21	10	1	0	0	0	0	0	0	0	33
8	0	6	53	31	2	1	0	0	0	0	0	0	93
9	0	5	124	56	1	0	0	0	0	0	0	0	186
10	0	3	81	30	3	0	0	0	0	0	0	0	117
11	1	10	104	18	1	0	0	0	0	0	0	0	134
12	0	16	102	25	2	0	0	0	0	0	0	0	145
13	0	10	85	25	3	0	0	0	0	0	0	0	123
14	0	17	82	25	3	0	0	0	0	0	0	0	127
15	0	3	91	39	6	0	0	0	0	0	0	0	139
16	0	3	79	37	2	1	0	0	0	0	0	0	122
17	0	5	114	24	1	0	0	0	0	0	0	0	144
18	0	15	71	32	7	1	0	0	0	0	0	0	126
19	0	3	57	21	8	0	0	0	0	0	0	0	89
20	0	2	34	11	6	2	1	0	0	0	0	0	56
21	0	2	22	7	4	0	0	0	0	0	0	0	35
22	0	3	17	10	4	0	0	0	0	0	0	0	34
23	0	0	4	6	4	0	0	0	0	0	0	0	14
24	0	0	0	3	3	1	0	0	0	0	0	0	7
7-19	1	96	1043	363	39	3	0	0	0	0	0	0	1545
6-22	1	104	1137	401	54	5	1	0	0	0	0	0	1703
6-24	1	104	1141	410	61	6	1	0	0	0	0	0	1724
0-24	1	104	1149	417	63	6	1	0	0	0	0	0	1741

Automatic Classified Counts, Conwy

LOCATION: B5106 LLANRWST ROAD (SOUTHERN SITE)

Direction : SOUTHBOUND

Friday 06/06/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	3	1	0	0	0	0	0	0	0	0	0	0	0	4
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7	15	6	0	0	0	0	0	0	0	0	0	0	0	21
8	44	10	0	0	0	0	0	0	0	0	0	2	0	56
9	113	17	0	0	3	0	0	0	1	0	0	2	0	136
10	89	16	0	0	1	0	0	1	0	0	0	0	0	107
11	94	19	0	0	0	0	0	0	0	0	0	1	0	114
12	113	11	0	0	0	0	0	0	0	0	0	2	0	126
13	101	10	0	0	0	0	0	0	0	0	0	0	0	111
14	121	8	0	1	0	0	1	0	0	0	0	2	0	133
15	138	10	0	0	0	0	1	0	0	0	0	0	0	149
16	194	23	0	0	1	0	1	0	0	0	0	1	0	220
17	191	7	0	0	0	0	1	0	0	0	0	0	0	199
18	199	10	0	0	1	0	1	0	0	0	0	0	0	211
19	143	10	0	0	0	0	0	0	0	0	0	1	0	154
20	107	7	0	0	0	0	0	0	0	0	0	0	0	114
21	61	4	0	0	0	0	0	0	0	0	0	0	0	65
22	55	1	0	0	0	0	0	0	0	0	0	0	0	56
23	30	2	0	0	0	0	0	0	0	0	0	0	0	32
24	15	0	0	0	0	0	0	0	0	0	0	0	0	15

7-19	1540	151	0	1	6	0	5	1	1	0	0	11	0	1716
6-22	1778	169	0	1	6	0	5	1	1	0	0	11	0	1972
6-24	1823	171	0	1	6	0	5	1	1	0	0	11	0	2019
0-24	1828	174	0	1	6	0	5	1	1	0	0	11	0	2027

Direction : NORTHBOUND

Friday 06/06/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	2	0	0	0	0	0	0	0	0	0	0	0	3
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	12	2	1	0	0	0	0	0	0	0	0	0	0	15
7	31	2	0	0	0	0	0	0	0	0	0	0	0	33
8	73	15	0	0	0	0	0	0	0	0	0	1	0	89
9	161	33	0	0	2	0	0	0	0	0	0	1	0	197
10	119	17	0	0	0	0	0	0	0	0	0	2	0	138
11	125	17	0	0	0	0	0	0	0	0	0	1	0	143
12	129	13	0	0	0	0	1	0	0	0	0	0	0	143
13	124	18	0	0	1	0	0	0	0	0	0	0	0	143
14	133	11	0	0	0	0	0	0	0	0	0	1	0	145
15	150	19	0	0	0	0	0	0	0	0	0	0	0	169
16	127	21	0	0	1	0	0	0	0	0	0	2	0	151
17	115	22	0	0	0	0	0	0	0	0	0	1	0	138
18	127	9	0	0	1	0	0	0	0	0	0	0	0	137
19	99	10	0	0	0	0	1	0	0	0	0	2	0	112
20	46	4	0	0	0	0	0	0	0	0	0	0	0	50
21	37	2	0	0	0	0	0	0	0	0	0	0	0	39
22	32	2	1	0	0	0	0	0	0	0	0	0	0	35
23	24	1	0	0	0	0	0	0	0	0	0	0	0	25
24	8	1	0	0	0	0	0	0	0	0	0	0	0	9

7-19	1482	205	0	0	5	0	2	0	0	0	0	11	0	1705
6-22	1628	215	1	0	5	0	2	0	0	0	0	11	0	1862
6-24	1660	217	1	0	5	0	2	0	0	0	0	11	0	1896
0-24	1676	221	2	0	5	0	2	0	0	0	0	11	0	1917

Automatic Classified Counts, Conwy

LOCATION: B5106 LLANRWST ROAD (SOUTHERN SITE)

Direction : SOUTHBOUND

Friday 06/06/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	2	1	1	0	0	0	0	0	0	0	4
2	0	0	0	1	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	1	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	1	1	0	0	0	0	0	0	0	2
7	0	0	7	11	3	0	0	0	0	0	0	0	21
8	0	4	22	26	4	0	0	0	0	0	0	0	56
9	2	16	86	25	7	0	0	0	0	0	0	0	136
10	0	11	83	13	0	0	0	0	0	0	0	0	107
11	0	6	79	26	3	0	0	0	0	0	0	0	114
12	0	10	89	24	3	0	0	0	0	0	0	0	126
13	0	5	90	15	0	1	0	0	0	0	0	0	111
14	2	8	91	28	3	1	0	0	0	0	0	0	133
15	0	7	109	31	2	0	0	0	0	0	0	0	149
16	0	7	159	49	5	0	0	0	0	0	0	0	220
17	1	9	145	36	8	0	0	0	0	0	0	0	199
18	0	14	142	53	2	0	0	0	0	0	0	0	211
19	0	9	99	33	11	2	0	0	0	0	0	0	154
20	0	2	72	33	6	1	0	0	0	0	0	0	114
21	0	6	37	18	4	0	0	0	0	0	0	0	65
22	0	6	34	14	2	0	0	0	0	0	0	0	56
23	0	3	12	12	4	1	0	0	0	0	0	0	32
24	0	0	9	3	2	1	0	0	0	0	0	0	15
7-19	5	106	1194	359	48	4	0	0	0	0	0	0	1716
6-22	5	120	1344	435	63	5	0	0	0	0	0	0	1972
6-24	5	123	1365	450	69	7	0	0	0	0	0	0	2019
0-24	5	123	1367	454	71	7	0	0	0	0	0	0	2027

Direction : NORTHBOUND

Friday 06/06/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	1	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	1	2	0	0	0	0	0	0	0	0	3
4	0	0	0	1	0	0	0	0	0	0	0	0	1
5	0	0	0	1	0	0	0	0	0	0	0	0	1
6	0	1	8	5	1	0	0	0	0	0	0	0	15
7	0	2	17	7	7	0	0	0	0	0	0	0	33
8	0	2	47	34	6	0	0	0	0	0	0	0	89
9	0	15	138	42	2	0	0	0	0	0	0	0	197
10	0	21	96	21	0	0	0	0	0	0	0	0	138
11	0	20	105	14	4	0	0	0	0	0	0	0	143
12	0	14	105	21	2	1	0	0	0	0	0	0	143
13	0	15	97	19	12	0	0	0	0	0	0	0	143
14	0	8	106	25	5	1	0	0	0	0	0	0	145
15	0	7	125	33	3	1	0	0	0	0	0	0	169
16	0	8	99	43	1	0	0	0	0	0	0	0	151
17	0	7	92	35	3	1	0	0	0	0	0	0	138
18	0	11	92	30	3	1	0	0	0	0	0	0	137
19	0	9	73	28	1	1	0	0	0	0	0	0	112
20	0	2	32	10	6	0	0	0	0	0	0	0	50
21	0	3	18	13	4	1	0	0	0	0	0	0	39
22	0	3	18	10	4	0	0	0	0	0	0	0	35
23	0	1	15	6	2	1	0	0	0	0	0	0	25
24	0	1	2	4	2	0	0	0	0	0	0	0	9
7-19	0	137	1175	345	42	6	0	0	0	0	0	0	1705
6-22	0	147	1260	385	63	7	0	0	0	0	0	0	1862
6-24	0	149	1277	395	67	8	0	0	0	0	0	0	1896
0-24	1	150	1286	404	68	8	0	0	0	0	0	0	1917

Automatic Classified Counts, Conwy

LOCATION: B5106 LLANRWST ROAD (SOUTHERN SITE)

Direction : SOUTHBOUND

Saturday 07/06/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7	5	1	0	0	1	0	0	0	0	0	0	0	0	7
8	21	4	0	0	0	0	0	0	0	0	0	0	0	25
9	37	2	0	0	0	0	0	0	0	0	0	1	0	40
10	89	3	0	0	0	0	0	0	0	0	0	0	0	92
11	87	7	0	0	0	0	0	0	0	0	0	2	0	96
12	116	3	0	0	0	0	0	0	0	0	0	1	0	120
13	147	11	0	0	0	0	1	0	0	0	0	0	0	159
14	147	5	0	0	0	0	0	1	0	0	0	1	0	154
15	176	9	0	0	0	0	0	0	0	0	0	0	0	185
16	179	10	0	0	1	0	1	1	0	0	0	0	0	192
17	168	8	0	1	0	0	0	0	0	0	0	0	0	177
18	135	8	0	0	0	0	0	0	0	0	0	0	0	143
19	116	4	0	1	0	0	0	0	0	0	0	1	0	122
20	75	4	0	0	0	0	0	0	0	0	0	0	0	79
21	58	4	0	0	0	0	0	0	0	0	0	0	0	62
22	47	3	0	0	0	0	0	0	0	0	0	0	0	50
23	29	0	0	0	0	0	0	0	0	0	0	0	0	29
24	13	2	0	0	0	0	0	0	0	0	0	0	0	15

7-19	1418	74	0	2	1	0	2	2	0	0	0	6	0	1505
6-22	1603	86	0	2	2	0	2	2	0	0	0	6	0	1703
6-24	1645	88	0	2	2	0	2	2	0	0	0	6	0	1747
0-24	1660	88	0	2	2	0	2	2	0	0	0	6	0	1762

Direction : NORTHBOUND

Saturday 07/06/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	6	0	0	0	0	0	0	0	0	0	0	0	0	6
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	3	0	0	0	0	0	0	0	0	0	0	0	0	3
6	7	0	0	0	0	0	0	0	0	0	0	0	0	7
7	17	0	0	0	0	0	0	0	0	0	0	0	0	17
8	35	4	0	0	0	0	0	0	0	0	0	1	0	40
9	77	7	0	0	0	0	0	0	0	0	0	0	0	84
10	110	12	0	0	0	0	0	0	0	0	0	1	0	123
11	177	15	0	0	0	0	0	0	0	0	0	2	0	194
12	156	12	0	1	1	0	0	0	0	0	0	0	0	170
13	159	12	0	0	0	0	0	0	0	0	0	0	0	171
14	133	7	0	0	0	0	0	1	0	0	0	0	0	141
15	153	12	0	0	0	0	0	0	0	0	0	1	0	166
16	125	7	0	0	1	0	0	0	0	0	0	2	0	135
17	110	7	0	2	0	0	0	0	0	0	0	0	0	119
18	103	12	0	0	0	0	0	0	0	0	0	0	0	115
19	98	7	0	0	0	0	0	0	0	0	0	1	0	106
20	61	5	0	0	0	0	0	0	0	0	0	0	0	66
21	44	4	0	0	0	0	0	0	0	0	0	0	0	48
22	33	2	0	0	0	0	0	0	0	0	0	0	0	35
23	30	0	0	0	0	0	0	0	0	0	0	0	0	30
24	24	1	0	0	0	0	0	0	0	0	0	0	0	25

7-19	1436	114	0	3	2	0	0	1	0	0	0	8	0	1564
6-22	1591	125	0	3	2	0	0	1	0	0	0	8	0	1730
6-24	1645	126	0	3	2	0	0	1	0	0	0	8	0	1785
0-24	1666	127	0	3	2	0	0	1	0	0	0	8	0	1807

Automatic Classified Counts, Conwy

LOCATION: B5106 LLANRWST ROAD (SOUTHERN SITE)

Direction : SOUTHBOUND

Saturday 07/06/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	3	2	0	0	0	0	0	0	0	0	5
2	0	0	1	1	0	0	0	0	0	0	0	0	2
3	0	0	0	1	1	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	1	0	1	0	0	0	0	0	0	2
6	0	0	1	3	0	0	0	0	0	0	0	0	4
7	0	0	3	4	0	0	0	0	0	0	0	0	7
8	0	2	8	11	4	0	0	0	0	0	0	0	25
9	0	3	28	9	0	0	0	0	0	0	0	0	40
10	0	7	60	25	0	0	0	0	0	0	0	0	92
11	0	4	66	22	4	0	0	0	0	0	0	0	96
12	0	6	79	31	4	0	0	0	0	0	0	0	120
13	0	13	116	30	0	0	0	0	0	0	0	0	159
14	0	10	122	17	5	0	0	0	0	0	0	0	154
15	0	21	141	23	0	0	0	0	0	0	0	0	185
16	1	4	160	25	2	0	0	0	0	0	0	0	192
17	1	16	115	35	10	0	0	0	0	0	0	0	177
18	2	9	106	24	2	0	0	0	0	0	0	0	143
19	0	8	88	20	6	0	0	0	0	0	0	0	122
20	0	5	47	21	6	0	0	0	0	0	0	0	79
21	0	3	41	15	2	1	0	0	0	0	0	0	62
22	0	5	31	11	3	0	0	0	0	0	0	0	50
23	0	0	17	9	2	1	0	0	0	0	0	0	29
24	0	0	5	9	1	0	0	0	0	0	0	0	15
7-19	4	103	1089	272	37	0	0	0	0	0	0	0	1505
6-22	4	116	1211	323	48	1	0	0	0	0	0	0	1703
6-24	4	116	1233	341	51	2	0	0	0	0	0	0	1747
0-24	4	116	1238	349	52	3	0	0	0	0	0	0	1762

Direction : NORTHBOUND

Saturday 07/06/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	4	1	1	0	0	0	0	0	0	6
2	0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	0	0	1	3	0	0	0	0	0	0	0	4
4	0	0	1	0	0	0	0	0	0	0	0	0	1
5	0	0	1	1	1	0	0	0	0	0	0	0	3
6	0	0	4	2	1	0	0	0	0	0	0	0	7
7	0	3	5	8	0	1	0	0	0	0	0	0	17
8	0	1	22	14	3	0	0	0	0	0	0	0	40
9	0	6	52	23	3	0	0	0	0	0	0	0	84
10	0	8	89	26	0	0	0	0	0	0	0	0	123
11	0	18	147	26	3	0	0	0	0	0	0	0	194
12	0	17	120	32	1	0	0	0	0	0	0	0	170
13	0	9	138	21	3	0	0	0	0	0	0	0	171
14	0	15	107	17	2	0	0	0	0	0	0	0	141
15	0	16	118	29	3	0	0	0	0	0	0	0	166
16	0	2	106	26	1	0	0	0	0	0	0	0	135
17	0	7	74	33	4	1	0	0	0	0	0	0	119
18	0	4	92	17	1	1	0	0	0	0	0	0	115
19	0	6	68	28	4	0	0	0	0	0	0	0	106
20	0	2	44	16	4	0	0	0	0	0	0	0	66
21	0	2	25	12	9	0	0	0	0	0	0	0	48
22	0	1	22	10	2	0	0	0	0	0	0	0	35
23	0	0	18	9	2	1	0	0	0	0	0	0	30
24	0	0	11	10	4	0	0	0	0	0	0	0	25
7-19	0	109	1133	292	28	2	0	0	0	0	0	0	1564
6-22	0	117	1229	338	43	3	0	0	0	0	0	0	1730
6-24	0	117	1258	357	49	4	0	0	0	0	0	0	1785
0-24	0	117	1265	365	55	5	0	0	0	0	0	0	1807

Automatic Classified Counts, Conwy

LOCATION: B5106 LLANRWST ROAD (SOUTHERN SITE)

Direction : SOUTHBOUND

Sunday 08/06/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	9	1	0	0	0	0	0	0	0	0	0	0	0	10
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	2	2	0	0	0	0	0	0	0	0	0	0	0	4
4	5	0	0	0	0	0	0	0	0	0	0	0	0	5
5	1	1	0	0	0	0	0	0	0	0	0	0	0	2
6	4	1	0	0	0	0	0	0	0	0	0	0	0	5
7	7	0	0	0	1	0	0	0	0	0	0	0	0	8
8	15	2	0	0	0	0	0	0	0	0	0	0	0	17
9	29	3	0	0	0	0	0	0	0	0	0	0	0	32
10	56	5	0	0	0	0	0	0	0	0	0	0	0	61
11	84	5	0	0	0	0	0	0	0	0	0	1	0	90
12	116	4	0	0	0	0	1	1	0	0	0	0	0	122
13	178	13	0	0	0	0	2	1	0	0	0	0	0	194
14	162	7	0	0	0	0	0	0	0	0	0	1	0	170
15	141	7	0	0	0	0	1	0	0	0	0	0	0	149
16	139	6	0	0	0	0	0	0	0	0	0	0	0	145
17	137	6	0	0	0	0	0	0	0	0	0	1	0	144
18	75	2	0	0	0	0	0	0	0	0	0	0	0	77
19	55	3	0	0	0	0	0	0	0	0	0	1	0	59
20	59	0	0	0	0	0	0	0	0	0	0	0	0	59
21	38	2	0	0	0	0	0	0	0	0	0	0	0	40
22	24	1	0	0	0	0	0	0	0	0	0	0	0	25
23	17	0	0	0	0	0	0	0	0	0	0	0	0	17
24	7	0	0	0	0	0	0	0	0	0	0	0	0	7

7-19	1187	63	0	0	0	0	4	2	0	0	0	4	0	1260
6-22	1315	66	0	0	1	0	4	2	0	0	0	4	0	1392
6-24	1339	66	0	0	1	0	4	2	0	0	0	4	0	1416
0-24	1362	71	0	0	1	0	4	2	0	0	0	4	0	1444

Direction : NORTHBOUND

Sunday 08/06/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	7	1	0	0	0	0	0	0	0	0	0	0	0	8
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6	5	1	0	0	0	0	0	0	0	0	0	0	0	6
7	11	0	0	0	0	0	0	0	1	0	0	0	0	12
8	14	2	0	0	0	0	0	0	0	0	0	0	0	16
9	37	2	0	0	0	0	0	0	0	0	0	0	0	39
10	100	12	0	0	0	0	0	0	0	0	0	1	0	113
11	200	17	0	0	0	0	2	0	0	0	0	0	0	219
12	169	10	0	1	0	0	1	0	0	0	0	0	0	181
13	161	11	0	0	0	0	2	0	0	0	0	1	0	175
14	166	14	0	1	0	0	0	0	0	0	0	0	0	181
15	173	8	0	0	0	0	0	0	0	0	0	0	0	181
16	142	19	0	0	0	0	0	0	0	0	0	1	0	162
17	121	4	0	0	0	0	0	1	0	0	0	0	0	126
18	99	5	0	0	0	0	0	0	0	0	0	0	0	104
19	88	5	0	0	0	0	0	1	0	0	0	1	0	95
20	49	1	0	0	0	0	0	0	0	0	0	0	0	50
21	29	2	0	0	0	0	0	0	0	0	0	0	0	31
22	25	1	0	0	0	0	0	0	0	0	0	0	0	26
23	8	0	0	0	0	0	0	0	0	0	0	0	0	8
24	4	0	0	0	0	0	0	0	0	0	0	0	0	4

7-19	1470	109	0	2	0	0	5	2	0	0	0	4	0	1592
6-22	1584	113	0	2	0	0	5	2	1	0	0	4	0	1711
6-24	1596	113	0	2	0	0	5	2	1	0	0	4	0	1723
0-24	1612	116	0	2	0	0	5	2	1	0	0	4	0	1742

Automatic Classified Counts, Conwy

LOCATION: B5106 LLANRWST ROAD (SOUTHERN SITE)

Direction : SOUTHBOUND

Sunday 08/06/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	4	5	1	0	0	0	0	0	0	0	10
2	0	0	1	1	0	0	0	0	0	0	0	0	2
3	0	0	3	1	0	0	0	0	0	0	0	0	4
4	1	1	0	3	0	0	0	0	0	0	0	0	5
5	0	0	0	2	0	0	0	0	0	0	0	0	2
6	0	0	3	1	0	1	0	0	0	0	0	0	5
7	0	0	4	4	0	0	0	0	0	0	0	0	8
8	0	1	4	9	3	0	0	0	0	0	0	0	17
9	0	3	18	9	2	0	0	0	0	0	0	0	32
10	2	2	37	17	3	0	0	0	0	0	0	0	61
11	1	1	66	16	6	0	0	0	0	0	0	0	90
12	0	9	73	37	3	0	0	0	0	0	0	0	122
13	0	12	142	34	6	0	0	0	0	0	0	0	194
14	0	5	129	34	2	0	0	0	0	0	0	0	170
15	0	4	118	24	3	0	0	0	0	0	0	0	149
16	1	6	101	32	5	0	0	0	0	0	0	0	145
17	1	19	94	28	2	0	0	0	0	0	0	0	144
18	0	2	55	13	7	0	0	0	0	0	0	0	77
19	0	4	38	15	2	0	0	0	0	0	0	0	59
20	0	0	31	24	4	0	0	0	0	0	0	0	59
21	0	2	22	13	2	1	0	0	0	0	0	0	40
22	0	2	12	9	2	0	0	0	0	0	0	0	25
23	0	1	7	5	3	1	0	0	0	0	0	0	17
24	0	0	4	1	1	1	0	0	0	0	0	0	7
7-19	5	68	875	268	44	0	0	0	0	0	0	0	1260
6-22	5	72	944	318	52	1	0	0	0	0	0	0	1392
6-24	5	73	955	324	56	3	0	0	0	0	0	0	1416
0-24	6	74	966	337	57	4	0	0	0	0	0	0	1444

Direction : NORTHBOUND

Sunday 08/06/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	3	4	0	0	0	0	0	0	0	8
2	0	1	0	0	0	0	0	0	0	0	0	0	1
3	0	1	0	0	0	0	0	0	0	0	0	0	1
4	0	0	2	0	0	0	0	0	0	0	0	0	2
5	0	0	1	0	0	0	0	0	0	0	0	0	1
6	0	0	5	0	1	0	0	0	0	0	0	0	6
7	0	3	5	4	0	0	0	0	0	0	0	0	12
8	0	2	7	7	0	0	0	0	0	0	0	0	16
9	0	4	23	11	1	0	0	0	0	0	0	0	39
10	0	7	86	17	3	0	0	0	0	0	0	0	113
11	0	21	173	24	1	0	0	0	0	0	0	0	219
12	0	15	128	35	3	0	0	0	0	0	0	0	181
13	0	13	131	30	1	0	0	0	0	0	0	0	175
14	0	12	127	32	10	0	0	0	0	0	0	0	181
15	0	3	135	42	1	0	0	0	0	0	0	0	181
16	0	7	111	32	12	0	0	0	0	0	0	0	162
17	0	8	80	31	5	2	0	0	0	0	0	0	126
18	0	7	66	30	1	0	0	0	0	0	0	0	104
19	0	11	54	24	6	0	0	0	0	0	0	0	95
20	0	5	26	17	1	1	0	0	0	0	0	0	50
21	0	4	21	4	2	0	0	0	0	0	0	0	31
22	0	2	13	8	3	0	0	0	0	0	0	0	26
23	0	0	3	4	1	0	0	0	0	0	0	0	8
24	0	0	1	3	0	0	0	0	0	0	0	0	4
7-19	0	110	1121	315	44	2	0	0	0	0	0	0	1592
6-22	0	124	1186	348	50	3	0	0	0	0	0	0	1711
6-24	0	124	1190	355	51	3	0	0	0	0	0	0	1723
0-24	0	126	1199	358	56	3	0	0	0	0	0	0	1742

Automatic Classified Counts, Conwy

LOCATION: B5106 LLANRWST ROAD (SOUTHERN SITE)

Direction : SOUTHBOUND

Monday 09/06/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	1	1	0	0	0	0	0	0	0	0	0	0	0	2
7	13	1	0	0	0	0	0	0	0	0	0	0	0	14
8	50	15	0	0	0	0	0	0	0	0	0	2	0	67
9	114	15	0	0	2	0	0	0	0	0	0	1	0	132
10	84	21	0	0	0	0	0	0	0	0	0	0	0	105
11	84	13	0	0	1	0	0	0	0	0	0	0	0	98
12	84	13	0	0	0	0	0	0	0	0	0	1	0	98
13	102	7	0	0	0	0	0	0	0	0	0	1	0	110
14	123	11	0	0	0	0	1	0	0	0	0	2	0	137
15	106	10	0	0	0	0	0	0	0	0	0	0	0	116
16	124	14	0	0	0	0	0	3	0	0	0	1	0	142
17	181	13	0	0	0	0	0	1	0	0	0	0	0	195
18	174	13	0	0	0	0	0	0	0	0	0	0	0	187
19	94	7	0	0	0	0	0	0	0	0	0	1	0	102
20	75	5	0	0	1	0	0	0	0	0	0	0	0	81
21	66	6	0	0	0	0	0	0	0	0	0	0	0	72
22	41	2	0	0	0	0	0	0	0	0	0	0	0	43
23	16	0	0	0	0	0	0	0	0	0	0	0	0	16
24	9	0	0	0	0	0	0	0	0	0	0	0	0	9

7-19	1320	152	0	0	3	0	1	4	0	0	0	9	0	1489
6-22	1515	166	0	0	4	0	1	4	0	0	0	9	0	1699
6-24	1540	166	0	0	4	0	1	4	0	0	0	9	0	1724
0-24	1545	167	0	0	4	0	1	4	0	0	0	9	0	1730

Direction : NORTHBOUND

Monday 09/06/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	3	0	0	0	0	0	0	0	0	0	0	0	0	3
6	12	2	0	0	0	0	0	0	0	0	0	0	0	14
7	22	4	0	0	0	0	0	0	0	0	0	0	0	26
8	88	15	0	0	0	0	0	0	1	0	0	1	0	105
9	154	28	0	0	1	0	0	0	0	0	0	1	0	184
10	110	21	1	0	0	0	0	0	0	0	0	1	0	133
11	130	16	0	0	1	0	0	1	0	0	0	1	0	149
12	120	20	0	0	1	0	0	0	0	0	0	0	0	141
13	111	12	0	0	0	0	0	0	0	0	0	0	0	123
14	119	17	0	0	0	0	1	0	0	0	0	3	0	140
15	95	20	0	1	0	0	1	0	0	0	0	0	0	117
16	133	15	0	0	2	0	0	0	0	0	0	1	0	151
17	97	15	0	0	0	0	0	0	1	0	0	2	0	115
18	81	10	0	1	1	0	0	0	0	0	0	0	0	93
19	82	6	0	0	0	0	0	0	0	0	0	1	0	89
20	57	4	0	0	0	0	0	0	0	0	0	0	0	61
21	35	3	0	0	0	0	0	0	0	0	0	0	0	38
22	26	0	0	0	0	0	0	0	0	0	0	0	0	26
23	11	0	0	0	0	0	0	0	0	0	0	0	0	11
24	6	2	0	0	0	0	0	0	0	0	0	0	0	8

7-19	1320	195	1	2	6	0	2	1	2	0	0	11	0	1540
6-22	1460	206	1	2	6	0	2	1	2	0	0	11	0	1691
6-24	1477	208	1	2	6	0	2	1	2	0	0	11	0	1710
0-24	1496	211	1	2	6	0	2	1	2	0	0	11	0	1732

Automatic Classified Counts, Conwy

LOCATION: B5106 LLANRWST ROAD (SOUTHERN SITE)

Direction : SOUTHBOUND

Monday 09/06/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	1	0	1	0	0	0	0	0	0	2
2	0	0	0	1	0	0	0	0	0	0	0	0	1
3	0	0	0	1	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	2	0	0	0	0	0	0	0	0	2
7	0	0	5	5	4	0	0	0	0	0	0	0	14
8	0	0	34	25	8	0	0	0	0	0	0	0	67
9	0	1	62	55	14	0	0	0	0	0	0	0	132
10	0	7	70	22	6	0	0	0	0	0	0	0	105
11	1	9	71	13	4	0	0	0	0	0	0	0	98
12	0	6	72	20	0	0	0	0	0	0	0	0	98
13	1	5	73	25	6	0	0	0	0	0	0	0	110
14	0	12	92	30	3	0	0	0	0	0	0	0	137
15	0	12	81	19	4	0	0	0	0	0	0	0	116
16	1	7	88	38	8	0	0	0	0	0	0	0	142
17	1	18	128	46	2	0	0	0	0	0	0	0	195
18	0	11	121	49	5	1	0	0	0	0	0	0	187
19	0	6	64	24	8	0	0	0	0	0	0	0	102
20	0	6	54	18	3	0	0	0	0	0	0	0	81
21	0	3	49	17	3	0	0	0	0	0	0	0	72
22	0	0	28	12	3	0	0	0	0	0	0	0	43
23	0	0	7	6	3	0	0	0	0	0	0	0	16
24	0	0	4	2	2	1	0	0	0	0	0	0	9
7-19	4	94	956	366	68	1	0	0	0	0	0	0	1489
6-22	4	103	1092	418	81	1	0	0	0	0	0	0	1699
6-24	4	103	1103	426	86	2	0	0	0	0	0	0	1724
0-24	4	103	1103	431	86	3	0	0	0	0	0	0	1730

Direction : NORTHBOUND

Monday 09/06/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	2	1	0	0	0	0	0	0	0	3
2	0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	0	0	1	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	3	0	0	0	0	0	0	0	0	0	3
6	0	0	6	5	3	0	0	0	0	0	0	0	14
7	0	0	9	12	5	0	0	0	0	0	0	0	26
8	0	5	53	43	3	1	0	0	0	0	0	0	105
9	0	7	120	53	4	0	0	0	0	0	0	0	184
10	0	13	88	29	3	0	0	0	0	0	0	0	133
11	1	28	109	10	1	0	0	0	0	0	0	0	149
12	0	20	101	16	4	0	0	0	0	0	0	0	141
13	0	3	86	31	3	0	0	0	0	0	0	0	123
14	0	9	106	23	2	0	0	0	0	0	0	0	140
15	0	10	79	25	2	1	0	0	0	0	0	0	117
16	0	13	110	26	2	0	0	0	0	0	0	0	151
17	0	1	73	37	3	1	0	0	0	0	0	0	115
18	0	7	51	28	7	0	0	0	0	0	0	0	93
19	0	4	65	20	0	0	0	0	0	0	0	0	89
20	0	6	35	15	3	2	0	0	0	0	0	0	61
21	0	0	21	14	3	0	0	0	0	0	0	0	38
22	0	5	17	3	1	0	0	0	0	0	0	0	26
23	0	0	6	3	2	0	0	0	0	0	0	0	11
24	0	0	1	6	1	0	0	0	0	0	0	0	8
7-19	1	120	1041	341	34	3	0	0	0	0	0	0	1540
6-22	1	131	1123	385	46	5	0	0	0	0	0	0	1691
6-24	1	131	1130	394	49	5	0	0	0	0	0	0	1710
0-24	1	131	1140	402	53	5	0	0	0	0	0	0	1732

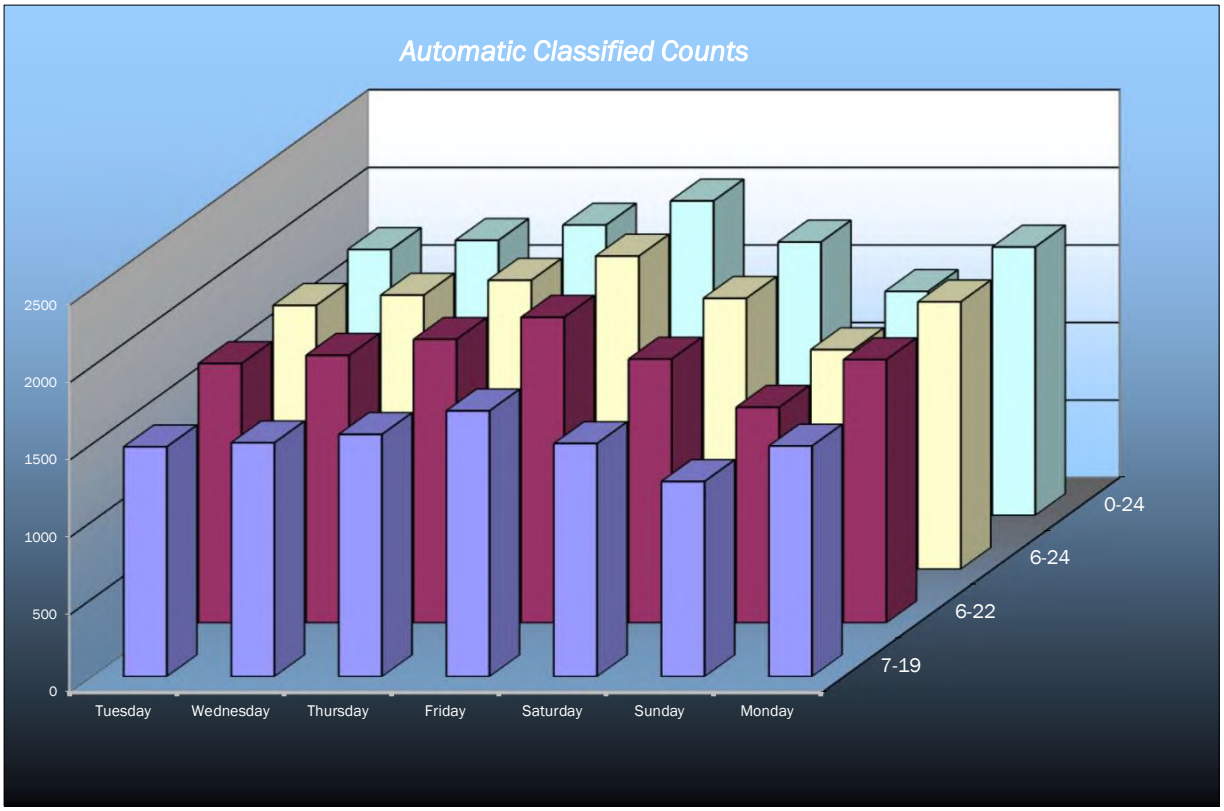
Automatic Classified Counts, Conwy

LOCATION: B5106 LLANRWST ROAD (SOUTHERN SITE)

Direction : SOUTHBOUND

VEHICLE FLOWS									
Hr Ending	Tuesday 3-Jun-25	Wednesday 4-Jun-25	Thursday 5-Jun-25	Friday 6-Jun-25	Saturday 7-Jun-25	Sunday 8-Jun-25	Monday 9-Jun-25	WEEKDAY AVERAGE	WEEK AVERAGE
1	6	1	4	4	5	10	2	3	5
2	3	1	1	1	2	2	1	1	2
3	0	1	1	0	2	4	1	1	1
4	0	0	2	1	0	5	0	1	1
5	0	2	0	0	2	2	0	0	1
6	4	1	1	2	4	5	2	2	3
7	14	17	15	21	7	8	14	16	14
8	67	54	61	56	25	17	67	61	50
9	114	132	143	136	40	32	132	131	104
10	84	91	91	107	92	61	105	96	90
11	87	106	98	114	96	90	98	101	98
12	109	113	110	126	120	122	98	111	114
13	119	117	132	111	159	194	110	118	135
14	132	119	107	133	154	170	137	126	136
15	133	116	144	149	185	149	116	132	142
16	174	169	181	220	192	145	142	177	175
17	172	183	188	199	177	144	195	187	180
18	195	193	201	211	143	77	187	197	172
19	98	117	108	154	122	59	102	116	109
20	84	94	96	114	79	59	81	94	87
21	64	60	81	65	62	40	72	68	63
22	28	46	74	56	50	25	43	49	46
23	19	33	23	32	29	17	16	25	24
24	8	7	10	15	15	7	9	10	10

7-19	1484	1510	1564	1716	1505	1260	1489	1553	1504
6-22	1674	1727	1830	1972	1703	1392	1699	1780	1714
6-24	1701	1767	1863	2019	1747	1416	1724	1815	1748
0-24	1714	1773	1872	2027	1762	1444	1730	1823	1760



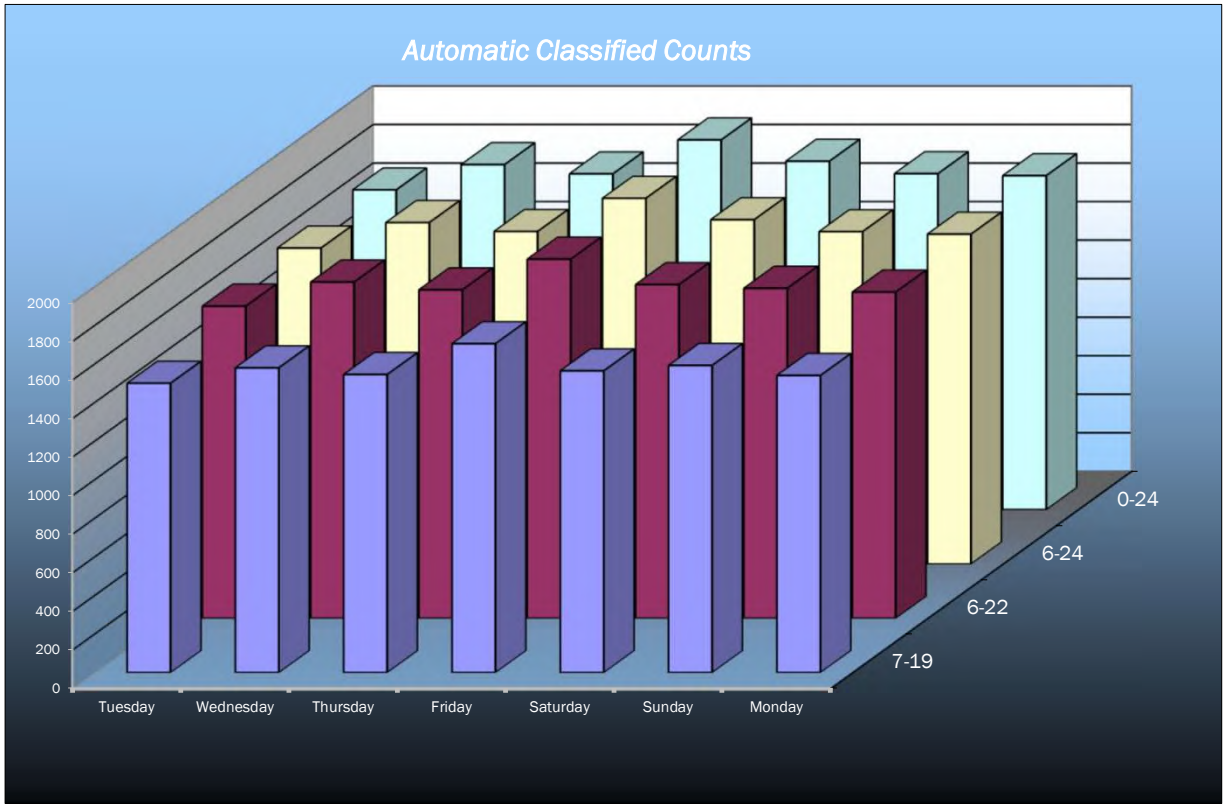
Automatic Classified Counts, Conwy

LOCATION: B5106 LLANRWST ROAD (SOUTHERN SITE)

Direction : NORTHBOUND

NORTHBOUND									
Hr Ending	Tuesday 3-Jun-25	Wednesday 4-Jun-25	Thursday 5-Jun-25	Friday 6-Jun-25	Saturday 7-Jun-25	Sunday 8-Jun-25	Monday 9-Jun-25	WEEKDAY AVERAGE	WEEK AVERAGE
1	4	1	1	1	6	8	3	2	3
2	0	1	3	0	1	1	1	1	1
3	0	2	2	3	4	1	1	2	2
4	1	1	1	1	1	2	0	1	1
5	1	3	2	1	3	1	3	2	2
6	14	11	8	15	7	6	14	12	11
7	25	32	33	33	17	12	26	30	25
8	89	107	93	89	40	16	105	97	77
9	198	204	186	197	84	39	184	194	156
10	144	149	117	138	123	113	133	136	131
11	127	148	134	143	194	219	149	140	159
12	139	144	145	143	170	181	141	142	152
13	110	123	123	143	171	175	123	124	138
14	135	114	127	145	141	181	140	132	140
15	148	120	139	169	166	181	117	139	149
16	126	121	122	151	135	162	151	134	138
17	119	129	144	138	119	126	115	129	127
18	104	131	126	137	115	104	93	118	116
19	61	90	89	112	106	95	89	88	92
20	45	50	56	50	66	50	61	52	54
21	29	48	35	39	48	31	38	38	38
22	19	33	34	35	35	26	26	29	30
23	16	19	14	25	30	8	11	17	18
24	4	8	7	9	25	4	8	7	9

7-19	1500	1580	1545	1705	1564	1592	1540	1574	1575
6-22	1618	1743	1703	1862	1730	1711	1691	1723	1723
6-24	1638	1770	1724	1896	1785	1723	1710	1748	1749
0-24	1658	1789	1741	1917	1807	1742	1732	1767	1769



Automatic Classified Counts, Conwy

LOCATION: B5106 LLANRWST ROAD (SOUTHERN SITE)

Direction : SOUTHBOUND

AVERAGE SPEEDS							
Hr Ending	Tuesday 3-Jun-25	Wednesday 4-Jun-25	Thursday 5-Jun-25	Friday 6-Jun-25	Saturday 7-Jun-25	Sunday 8-Jun-25	Monday 9-Jun-25
1	32.6	33.0	30.5	30.5	28.5	30.5	38.0
2	33.0	25.5	25.5	33.0	29.3	29.3	33.0
3	-	38.0	25.5	-	35.5	27.4	33.0
4	-	-	33.0	33.0	-	24.0	-
5	-	29.3	-	-	38.0	33.0	-
6	27.4	33.0	25.5	35.5	31.1	30.5	33.0
7	28.7	30.5	30.2	31.2	29.8	29.3	31.8
8	26.7	30.2	27.9	29.2	30.0	31.1	29.8
9	27.5	29.7	28.8	26.1	26.4	27.5	29.9
10	27.8	26.4	27.6	25.4	26.8	27.2	27.1
11	26.7	25.5	27.3	27.0	27.3	27.3	25.9
12	24.7	25.7	26.6	26.4	27.4	27.3	26.4
13	26.0	26.4	25.7	26.2	26.1	26.6	27.3
14	26.5	26.4	26.6	26.6	26.1	26.9	26.5
15	26.9	26.8	27.1	26.8	25.3	26.7	26.1
16	26.5	26.6	27.0	27.1	26.3	27.0	27.6
17	26.0	26.6	27.6	26.8	26.7	25.7	26.4
18	26.6	27.2	26.8	26.8	26.0	27.6	27.3
19	27.2	28.0	28.1	27.6	26.7	27.2	27.7
20	27.0	27.5	27.7	28.3	27.8	29.4	26.9
21	27.6	27.8	27.8	27.4	27.5	28.5	27.4
22	27.1	26.4	27.5	26.8	26.9	28.4	28.5
23	32.2	28.6	28.8	29.5	29.3	30.4	30.7
24	29.6	26.9	30.0	29.8	30.8	30.9	31.9

10-12	25.7	25.6	27.0	26.7	27.3	27.3	26.2
14-16	26.7	26.7	27.1	26.9	25.8	26.9	26.9
0-24	27.8	28.3	27.8	28.5	28.5	28.3	29.2

85TH PERCENTILE							
Hr Ending	Tuesday 3-Jun-25	Wednesday 4-Jun-25	Thursday 5-Jun-25	Friday 6-Jun-25	Saturday 7-Jun-25	Sunday 8-Jun-25	Monday 9-Jun-25
1	36.6	-	36.6	36.6	32.6	35.1	45.1
2	33.0	-	-	-	34.6	34.6	-
3	-	-	-	-	39.0	31.1	-
4	-	-	33.0	-	-	36.8	-
5	-	34.6	-	-	45.1	33.0	-
6	31.1	-	-	39.0	34.9	38.2	33.0
7	32.6	35.1	35.0	35.7	33.8	33.3	37.0
8	33.2	34.7	33.3	34.8	36.3	36.9	34.4
9	32.6	34.0	33.4	32.1	30.9	33.1	34.5
10	32.2	31.0	31.8	29.5	31.4	33.3	32.1
11	31.6	30.1	31.1	31.5	31.8	32.1	31.1
12	29.9	31.0	31.2	31.1	32.0	32.4	30.5
13	30.7	30.7	30.1	30.0	30.4	31.0	32.4
14	30.4	30.9	31.0	31.9	30.3	30.6	31.4
15	31.5	30.9	31.6	30.9	29.6	30.4	31.1
16	30.8	31.3	31.4	31.2	29.8	31.8	32.8
17	30.9	31.5	32.2	31.4	32.2	31.1	31.4
18	30.5	32.6	31.9	31.4	30.9	32.3	32.1
19	32.5	33.4	33.6	33.0	31.4	32.1	32.9
20	32.1	32.4	32.9	32.9	33.1	33.7	31.8
21	32.1	33.1	33.1	33.0	32.5	34.0	31.9
22	33.8	30.5	32.5	32.2	32.4	34.2	32.7
23	36.2	33.6	34.5	36.2	34.3	37.2	35.7
24	36.0	34.0	37.0	35.8	34.9	38.1	38.6

10-12	30.7	30.6	31.1	31.3	31.9	32.2	30.8
14-16	31.2	31.1	31.5	31.1	29.7	31.1	32.0
0-24	32.4	32.4	32.9	33.0	33.2	33.6	33.6

7 DAY AVERAGE SPEED	28.3
7 DAY AVERAGE 85th PERCENTILE	33.0

5 DAY OFF PEAK AVERAGE SPEED	26.5
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	31.1

Automatic Classified Counts, Conwy

LOCATION: B5106 LLANRWST ROAD (SOUTHERN SITE)

Direction : NORTHBOUND

AVERAGE SPEEDS							
Hr Ending	Tuesday 3-Jun-25	Wednesday 4-Jun-25	Thursday 5-Jun-25	Friday 6-Jun-25	Saturday 7-Jun-25	Sunday 8-Jun-25	Monday 9-Jun-25
1	32.4	33.0	25.5	5.5	35.5	34.6	34.7
2	-	25.5	34.7	-	25.5	15.5	25.5
3	-	35.5	29.3	30.5	36.8	15.5	33.0
4	25.5	33.0	25.5	33.0	25.5	25.5	-
5	33.0	28.0	31.8	33.0	32.2	25.5	25.5
6	28.2	29.6	29.3	28.2	29.4	27.6	30.9
7	28.1	29.2	27.8	29.1	28.3	25.5	31.4
8	27.7	29.1	27.8	29.0	28.8	27.5	28.6
9	26.3	27.4	27.6	26.5	27.3	26.9	27.6
10	27.3	25.7	27.5	25.1	26.4	26.3	26.4
11	25.1	25.4	25.7	25.2	25.8	25.4	24.1
12	25.6	25.0	25.9	25.9	26.0	26.3	25.3
13	27.4	26.1	26.5	26.5	26.1	26.1	27.5
14	26.1	27.1	25.9	26.8	25.5	26.9	26.3
15	26.2	27.3	27.9	26.9	26.1	27.1	26.6
16	26.4	27.7	27.9	27.2	26.9	27.5	26.1
17	27.9	26.3	26.5	27.3	27.6	27.5	28.3
18	27.3	26.7	27.0	26.7	26.5	27.1	27.9
19	27.3	27.2	28.1	26.8	27.4	27.0	26.7
20	26.9	27.7	29.0	28.1	27.8	27.7	27.5
21	26.0	28.0	27.9	29.0	29.3	26.0	29.3
22	27.9	27.8	28.3	28.2	28.1	28.5	24.9
23	30.8	27.6	32.3	28.6	29.2	30.8	29.8
24	35.5	29.6	36.6	30.5	30.5	31.1	32.7
10-12	25.4	25.2	25.8	25.6	25.9	25.9	24.7
14-16	26.3	27.5	27.9	27.0	26.5	27.3	26.4
0-24	28.0	28.1	28.4	27.1	28.3	26.5	28.1

85TH PERCENTILE							
Hr Ending	Tuesday 3-Jun-25	Wednesday 4-Jun-25	Thursday 5-Jun-25	Friday 6-Jun-25	Saturday 7-Jun-25	Sunday 8-Jun-25	Monday 9-Jun-25
1	37.5	-	-	-	39.7	39.0	37.6
2	-	-	37.6	-	-	-	-
3	-	39.0	34.6	34.8	39.3	-	-
4	-	-	-	-	-	25.5	-
5	-	32.3	40.6	-	38.5	-	25.5
6	34.9	33.5	33.3	33.7	34.6	32.7	36.0
7	32.1	34.6	32.3	35.4	35.9	32.4	36.1
8	32.1	34.8	33.0	33.7	33.7	33.5	33.7
9	30.7	32.1	31.6	31.0	32.3	32.3	31.9
10	31.9	29.9	31.6	30.0	30.6	30.6	31.4
11	29.9	30.5	30.1	30.1	30.2	29.5	29.0
12	29.7	29.1	30.6	30.6	30.6	30.9	30.3
13	32.4	31.3	31.3	32.0	29.9	30.3	31.5
14	30.4	32.6	31.2	31.4	30.0	31.7	30.4
15	30.9	32.3	32.3	31.1	30.8	30.7	31.6
16	31.4	32.5	32.2	31.6	30.3	32.3	30.6
17	33.0	30.3	30.1	32.0	32.6	32.7	32.5
18	32.2	31.1	33.0	31.7	30.4	31.8	33.5
19	32.5	31.6	33.0	31.8	32.2	32.8	30.7
20	32.6	32.7	35.3	33.4	32.4	33.5	33.7
21	30.8	34.1	33.3	35.2	35.1	31.6	33.7
22	33.8	32.8	34.4	34.2	32.7	34.4	30.6
23	37.2	34.5	37.2	34.4	34.2	35.5	35.1
24	40.5	36.0	40.4	37.7	35.3	34.9	36.1
10-12	29.8	29.8	30.4	30.4	30.4	30.2	29.7
14-16	31.1	32.4	32.3	31.4	30.5	31.5	31.1
0-24	32.8	32.7	33.6	32.8	33.2	32.3	32.5

7 DAY AVERAGE SPEED	27.8
7 DAY AVERAGE 85th PERCENTILE	32.9

5 DAY OFF PEAK AVERAGE SPEED	26.2
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	30.8

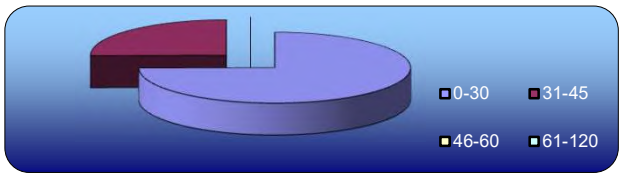
Automatic Classified Counts, Conwy

LOCATION: B5106 LLANRWST ROAD (SOUTHERN SITE)

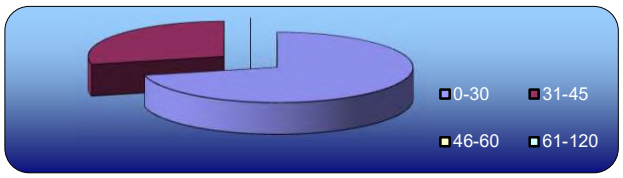
Direction : SOUTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Tuesday 3-Jun-25	Wednesday 4-Jun-25	Thursday 5-Jun-25	Friday 6-Jun-25	Saturday 7-Jun-25	Sunday 8-Jun-25	Monday 9-Jun-25
0-30	1281	1265	1313	1495	1358	1046	1210
31-45	433	508	559	532	404	398	520
46-60	0	0	0	0	0	0	0
61-120	0	0	0	0	0	0	0
TOTAL	1714	1773	1872	2027	1762	1444	1730

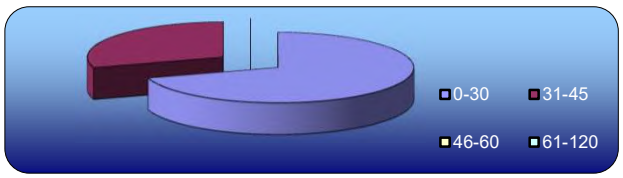
Tuesday 3-Jun-25



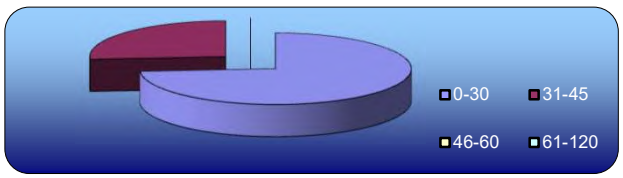
Wednesday 4-Jun-25



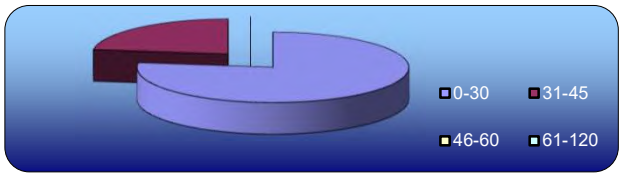
Thursday 5-Jun-25



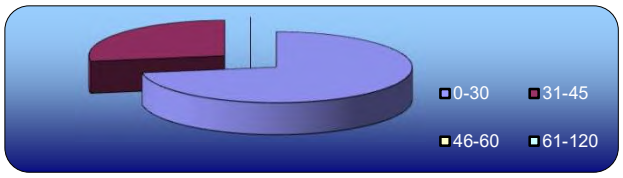
Friday 6-Jun-25



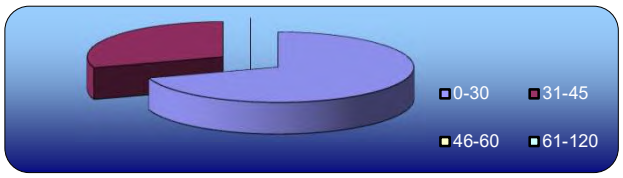
Saturday 7-Jun-25



Sunday 8-Jun-25



Monday 9-Jun-25



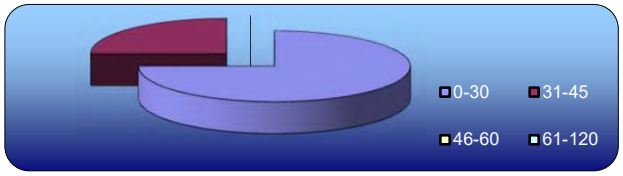
Automatic Classified Counts, Conwy

LOCATION: B5106 LLANRWST ROAD (SOUTHERN SITE)

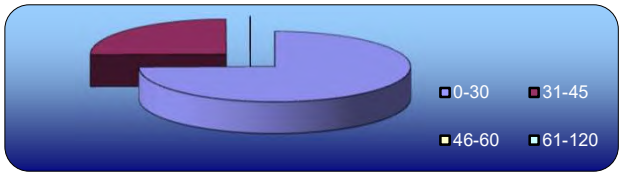
Direction : NORTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Tuesday 3-Jun-25	Wednesday 4-Jun-25	Thursday 5-Jun-25	Friday 6-Jun-25	Saturday 7-Jun-25	Sunday 8-Jun-25	Monday 9-Jun-25
0-30	1244	1337	1254	1437	1382	1325	1272
31-45	414	451	486	480	425	417	460
46-60	0	1	1	0	0	0	0
61-120	0	0	0	0	0	0	0
TOTAL	1658	1789	1741	1917	1807	1742	1732

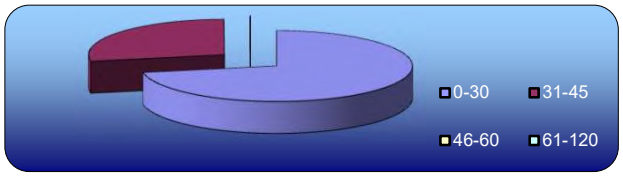
Tuesday
3-Jun-25



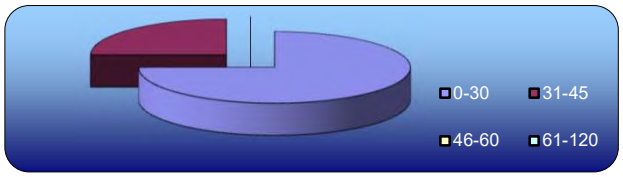
Wednesday
4-Jun-25



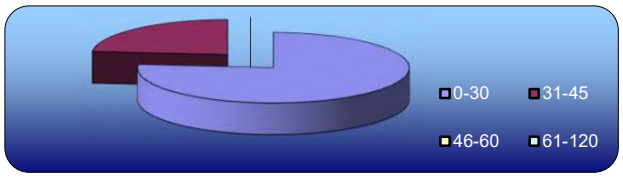
Thursday
5-Jun-25



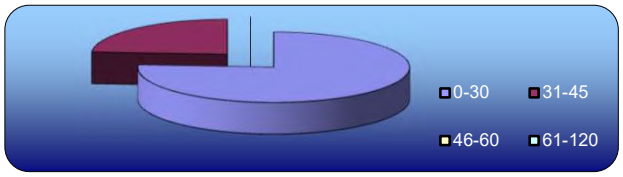
Friday
6-Jun-25



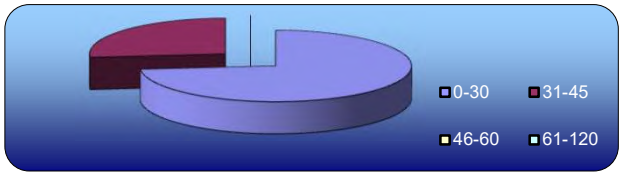
Saturday
7-Jun-25



Sunday
8-Jun-25



Monday
9-Jun-25

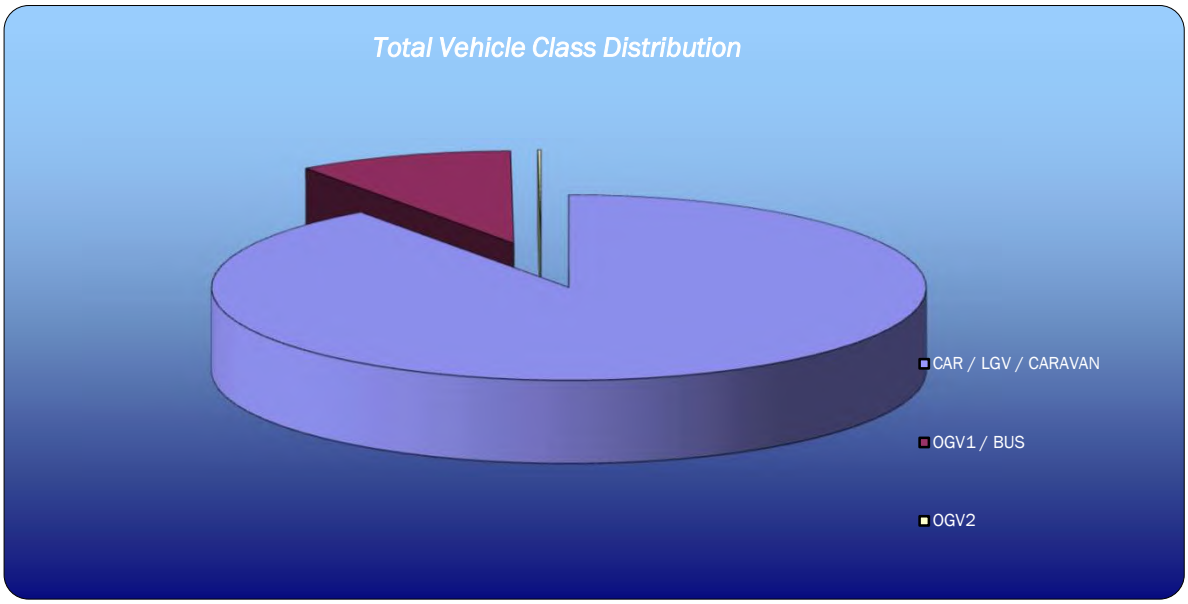


Automatic Classified Counts, Conwy

LOCATION: B5106 LLANRWST ROAD (SOUTHERN SITE)

Direction : SOUTHBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
3-Jun-25				
7-19	1320	163	1	1484
6-22	1491	182	1	1674
6-24	1518	182	1	1701
0-24	1525	188	1	1714
4-Jun-25				
7-19	1323	186	1	1510
6-22	1522	204	1	1727
6-24	1560	206	1	1767
0-24	1564	208	1	1773
5-Jun-25				
7-19	1377	187	0	1564
6-22	1623	207	0	1830
6-24	1655	208	0	1863
0-24	1662	210	0	1872
6-Jun-25				
7-19	1540	173	3	1716
6-22	1778	191	3	1972
6-24	1823	193	3	2019
0-24	1828	196	3	2027
7-Jun-25				
7-19	1418	83	4	1505
6-22	1603	96	4	1703
6-24	1645	98	4	1747
0-24	1660	98	4	1762
8-Jun-25				
7-19	1187	71	2	1260
6-22	1315	75	2	1392
6-24	1339	75	2	1416
0-24	1362	80	2	1444
9-Jun-25				
7-19	1320	165	4	1489
6-22	1515	180	4	1699
6-24	1540	180	4	1724
0-24	1545	181	4	1730
AVERAGE				
7-19	1355	147	2	1504
6-22	1550	162	2	1714
6-24	1583	163	2	1748
0-24	1592	166	2	1760

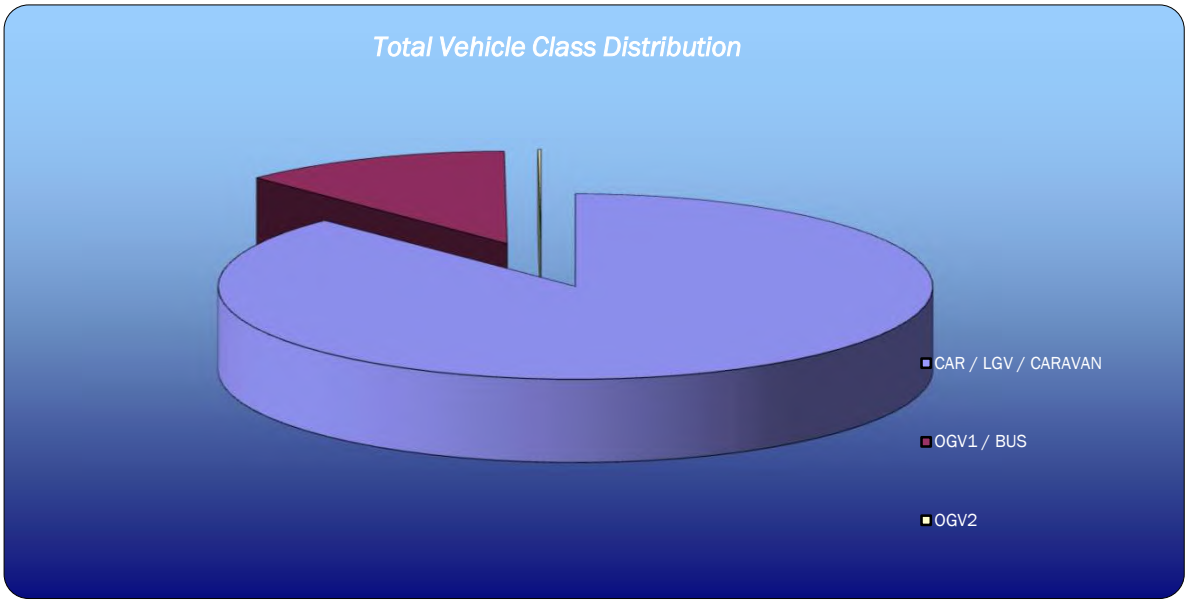


Automatic Classified Counts, Conwy

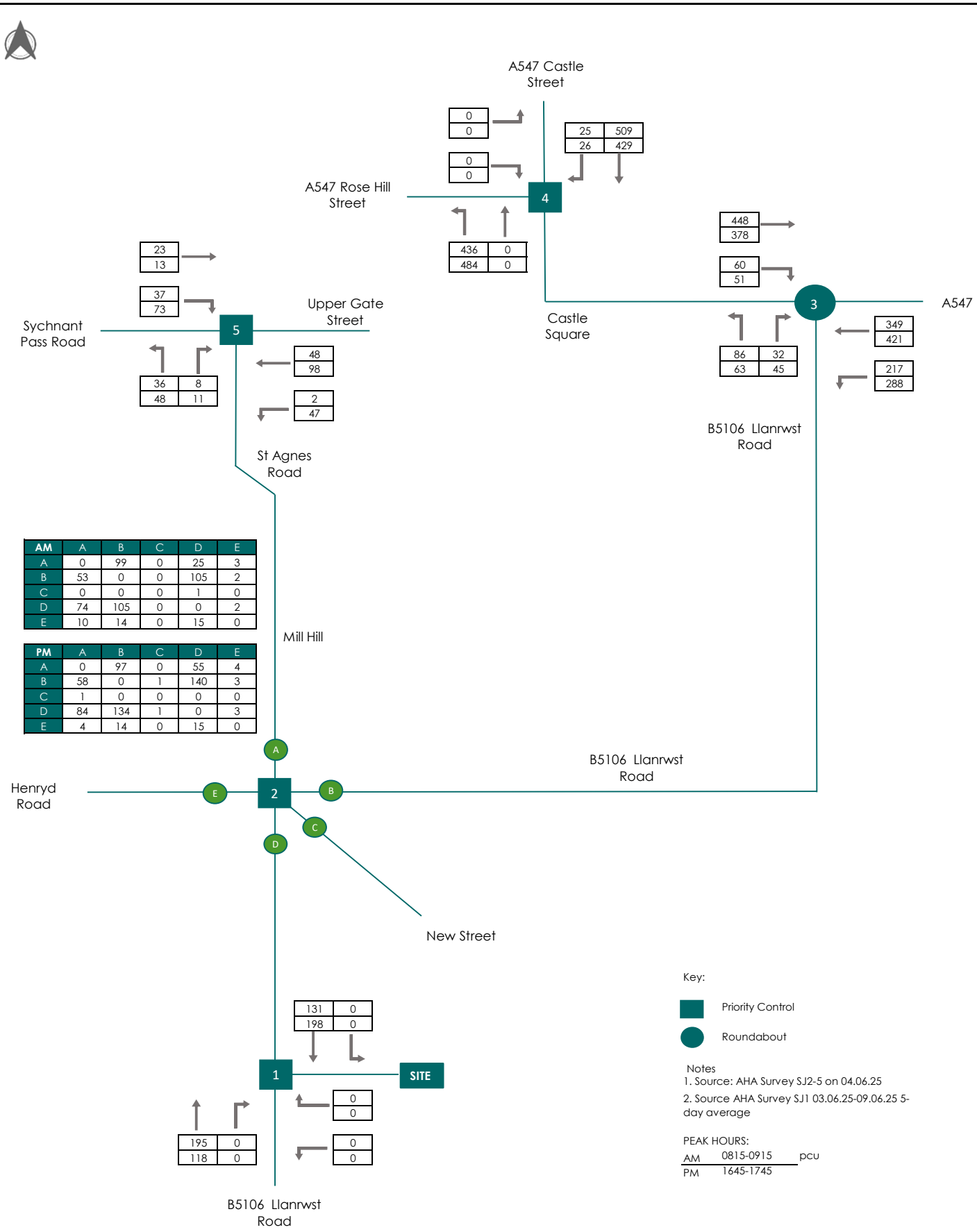
LOCATION: B5106 LLANRWST ROAD (SOUTHERN SITE)

Direction : NORTHBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
3-Jun-25				
7-19	1282	218	0	1500
6-22	1387	230	1	1618
6-24	1406	231	1	1638
0-24	1423	234	1	1658
4-Jun-25				
7-19	1363	217	0	1580
6-22	1509	234	0	1743
6-24	1534	236	0	1770
0-24	1551	238	0	1789
5-Jun-25				
7-19	1306	237	2	1545
6-22	1457	244	2	1703
6-24	1476	246	2	1724
0-24	1492	247	2	1741
6-Jun-25				
7-19	1482	223	0	1705
6-22	1628	234	0	1862
6-24	1660	236	0	1896
0-24	1676	241	0	1917
7-Jun-25				
7-19	1436	124	4	1564
6-22	1591	135	4	1730
6-24	1645	136	4	1785
0-24	1666	137	4	1807
8-Jun-25				
7-19	1470	118	4	1592
6-22	1584	122	5	1711
6-24	1596	122	5	1723
0-24	1612	125	5	1742
9-Jun-25				
7-19	1320	215	5	1540
6-22	1460	226	5	1691
6-24	1477	228	5	1710
0-24	1496	231	5	1732
AVERAGE				
7-19	1380	193	2	1575
6-22	1517	204	2	1723
6-24	1542	205	2	1749
0-24	1559	208	2	1769



Appendix C Traffic Flows

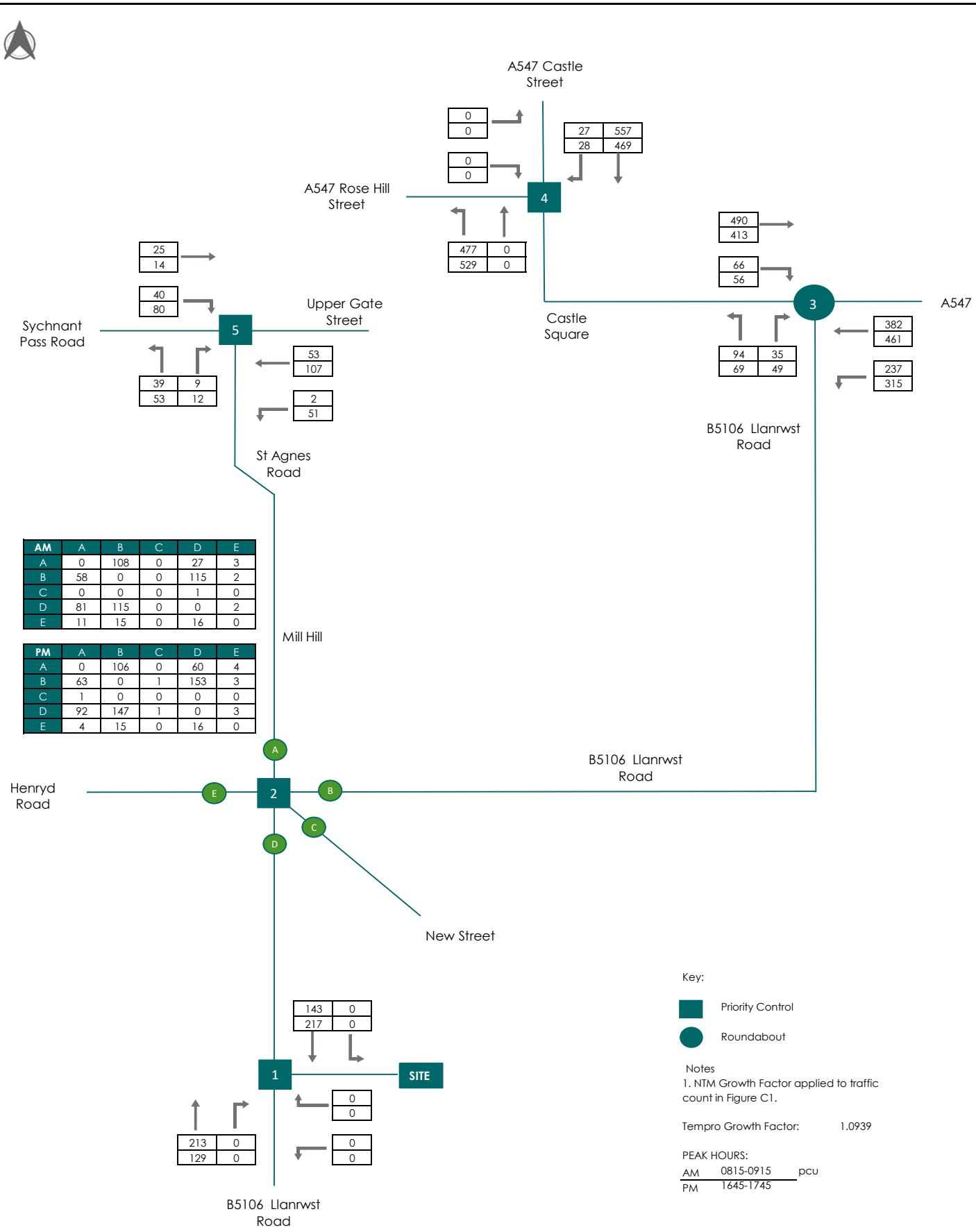


AM	A	B	C	D	E
A	0	99	0	25	3
B	53	0	0	105	2
C	0	0	0	1	0
D	74	105	0	0	2
E	10	14	0	15	0

PM	A	B	C	D	E
A	0	97	0	55	4
B	58	0	1	140	3
C	1	0	0	0	0
D	84	134	1	0	3
E	4	14	0	15	0

FIGURE C1 **TRAFFIC COUNT: 2025 AM & PM PEAK HOURS**

ASHLEY HELME ASSOCIATES



AM	A	B	C	D	E
A	0	108	0	27	3
B	58	0	0	115	2
C	0	0	0	1	0
D	81	115	0	0	2
E	11	15	0	16	0

PM	A	B	C	D	E
A	0	106	0	60	4
B	63	0	1	153	3
C	1	0	0	0	0
D	92	147	1	0	3
E	4	15	0	16	0

FIGURE C2 **FACTORED COUNT: 2035 AM & PM PEAK HOURS**

ASHLEY HELME ASSOCIATES

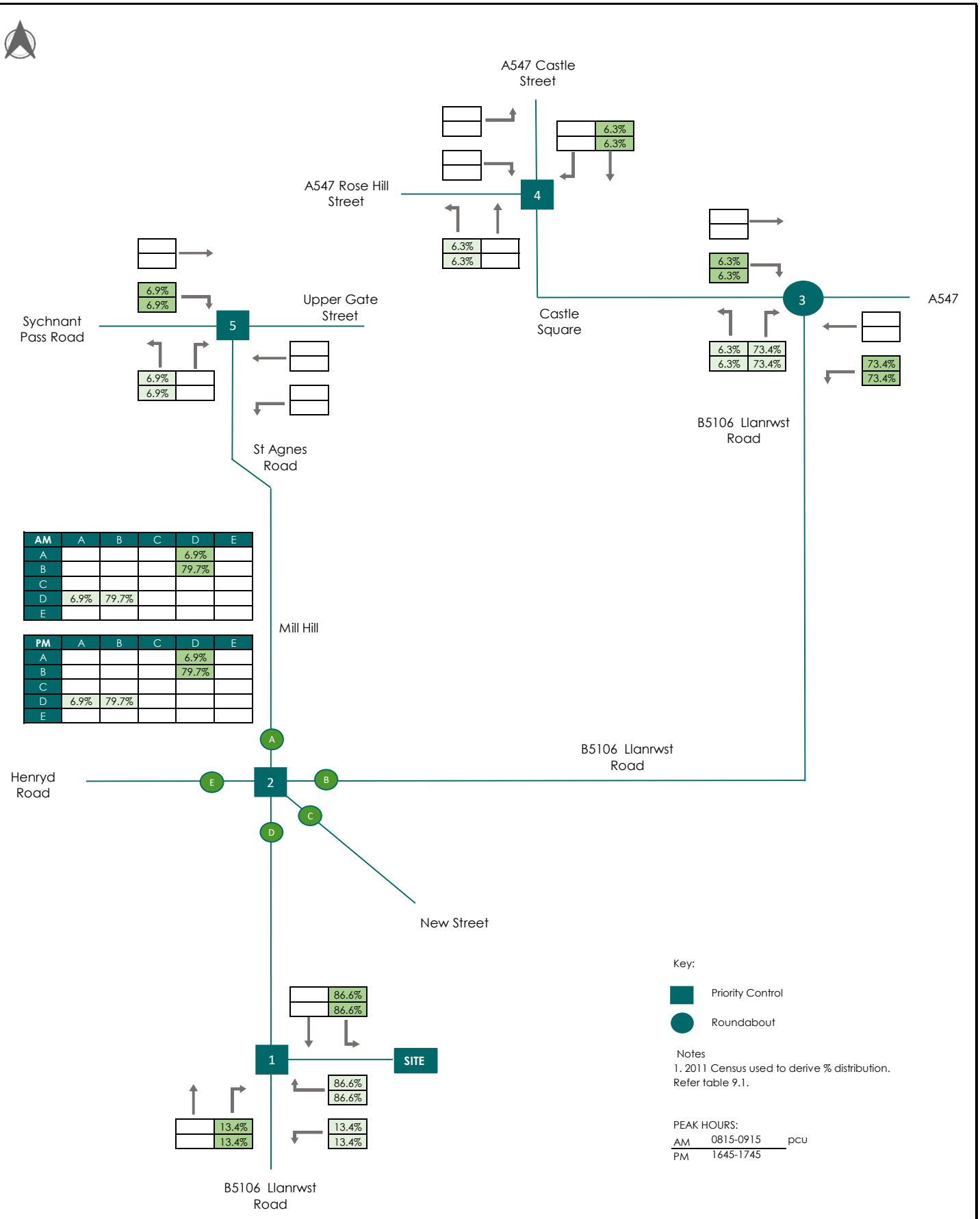
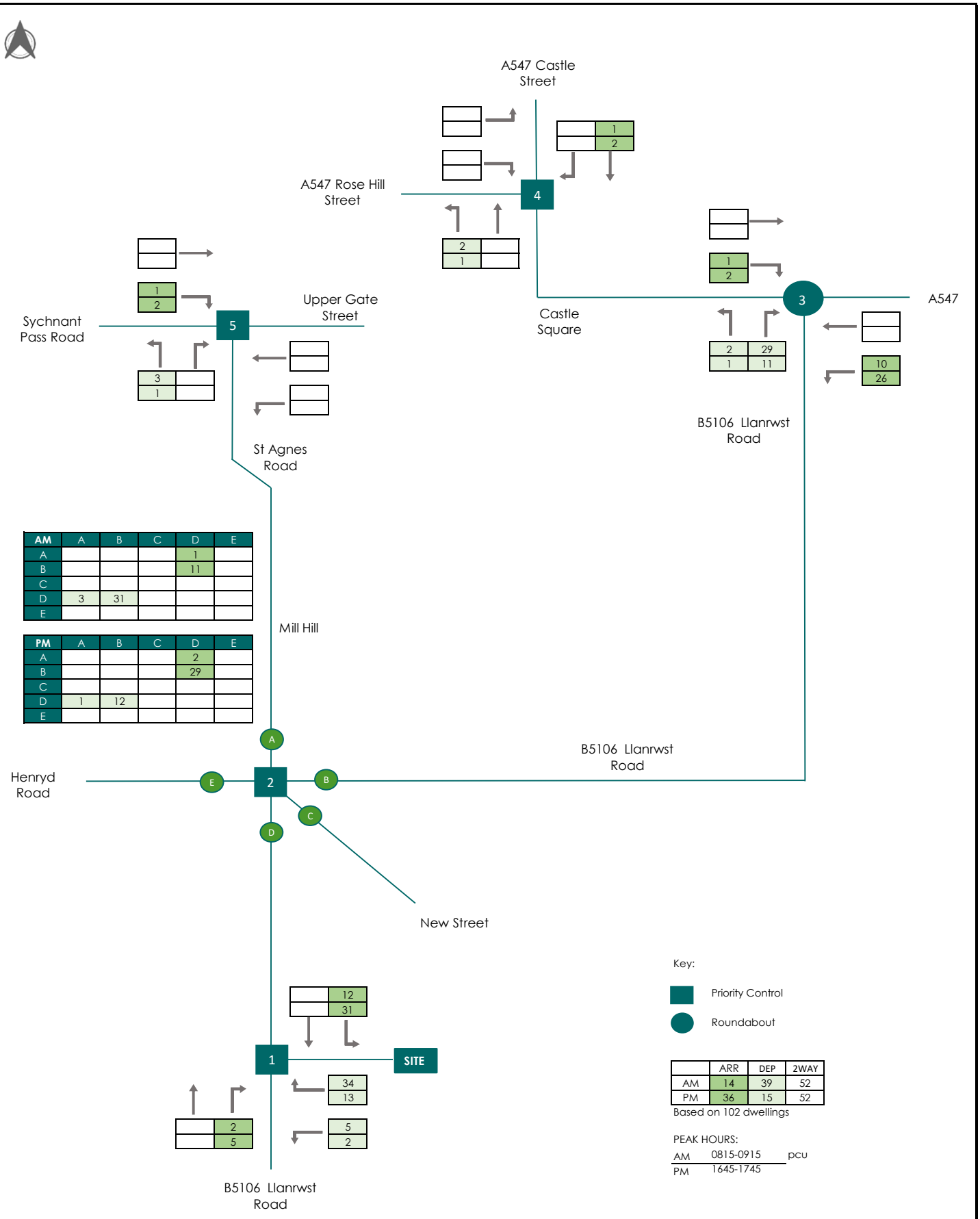


FIGURE C3 **% DISTRIBUTION & ASSIGNMENT AM & PM PEAK HOURS**

ASHLEY HELME ASSOCIATES



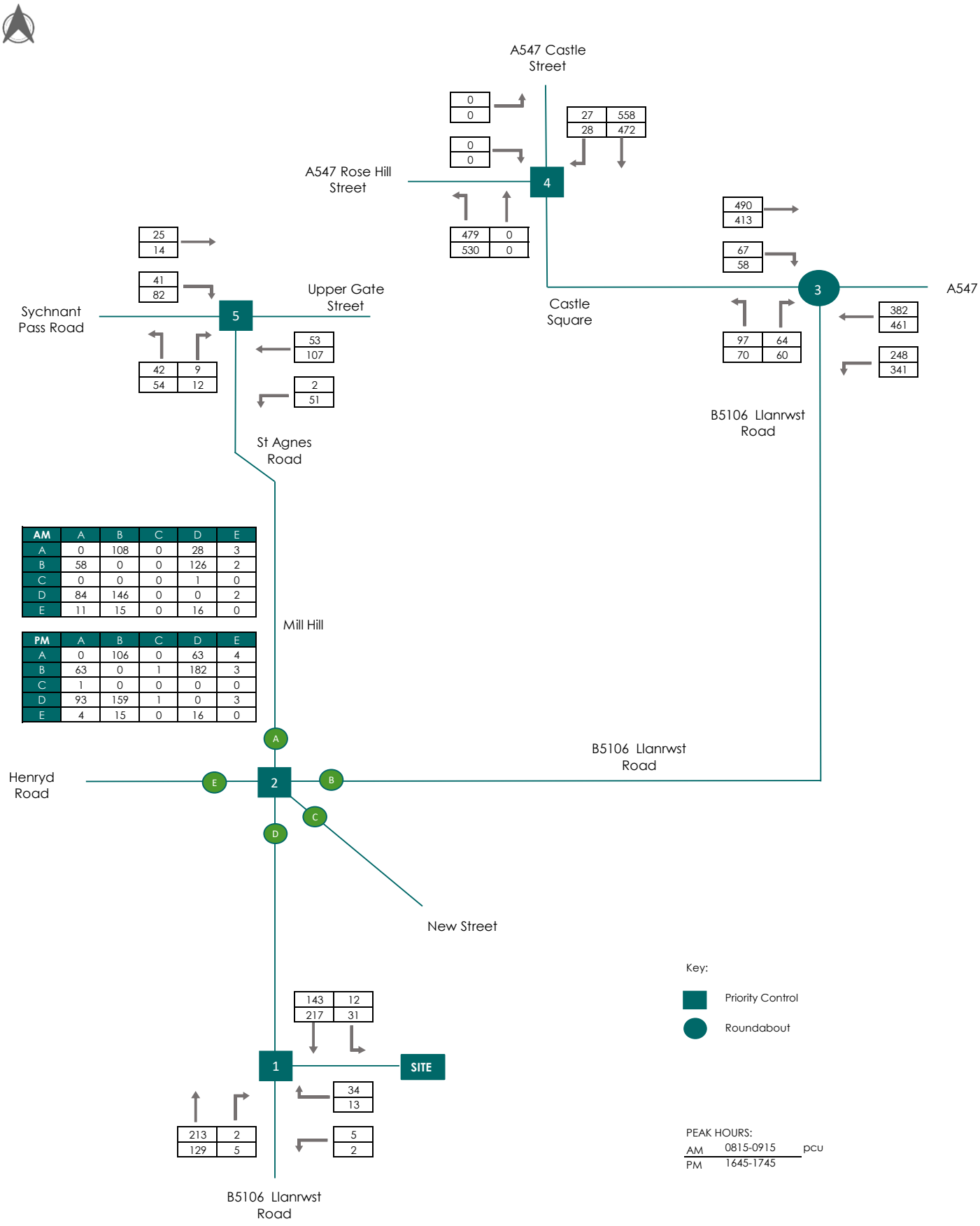
AM	A	B	C	D	E
A				1	
B				11	
C					
D	3	31			
E					

PM	A	B	C	D	E
A				2	
B				29	
C					
D	1	12			
E					

	ARR	DEP	2WAY
AM	14	39	52
PM	36	15	52

FIGURE C4 **GENERATED TRAFFIC: 2035 AM & PM PEAK HOURS**

ASHLEY HELME ASSOCIATES



AM	A	B	C	D	E
A	0	108	0	28	3
B	58	0	0	126	2
C	0	0	0	1	0
D	84	146	0	0	2
E	11	15	0	16	0

PM	A	B	C	D	E
A	0	106	0	63	4
B	63	0	1	182	3
C	1	0	0	0	0
D	93	159	1	0	3
E	4	15	0	16	0

FIGURE C5 **WITH DEVELOPMENT: 2035**
AM & PM PEAK HOURS

ASHLEY HELME ASSOCIATES

Appendix D Technical File Note 1

TECHNICAL FILE NOTE 1					
Project	Llanrwst Road, Conwy			Project No	1816
Contact		Originator	ES	Date	18/08/25

Traffic Growth: Tempro 8.1

Methodology

Methodology for growthing background traffic from count year (2025) to Development Year of Opening (2035) is to use the Tempro 8.1 methodology, using the following criteria:

- Conwy 012 geographical area,
- All purpose car driver trips,
- Area type: All
- Road type: All

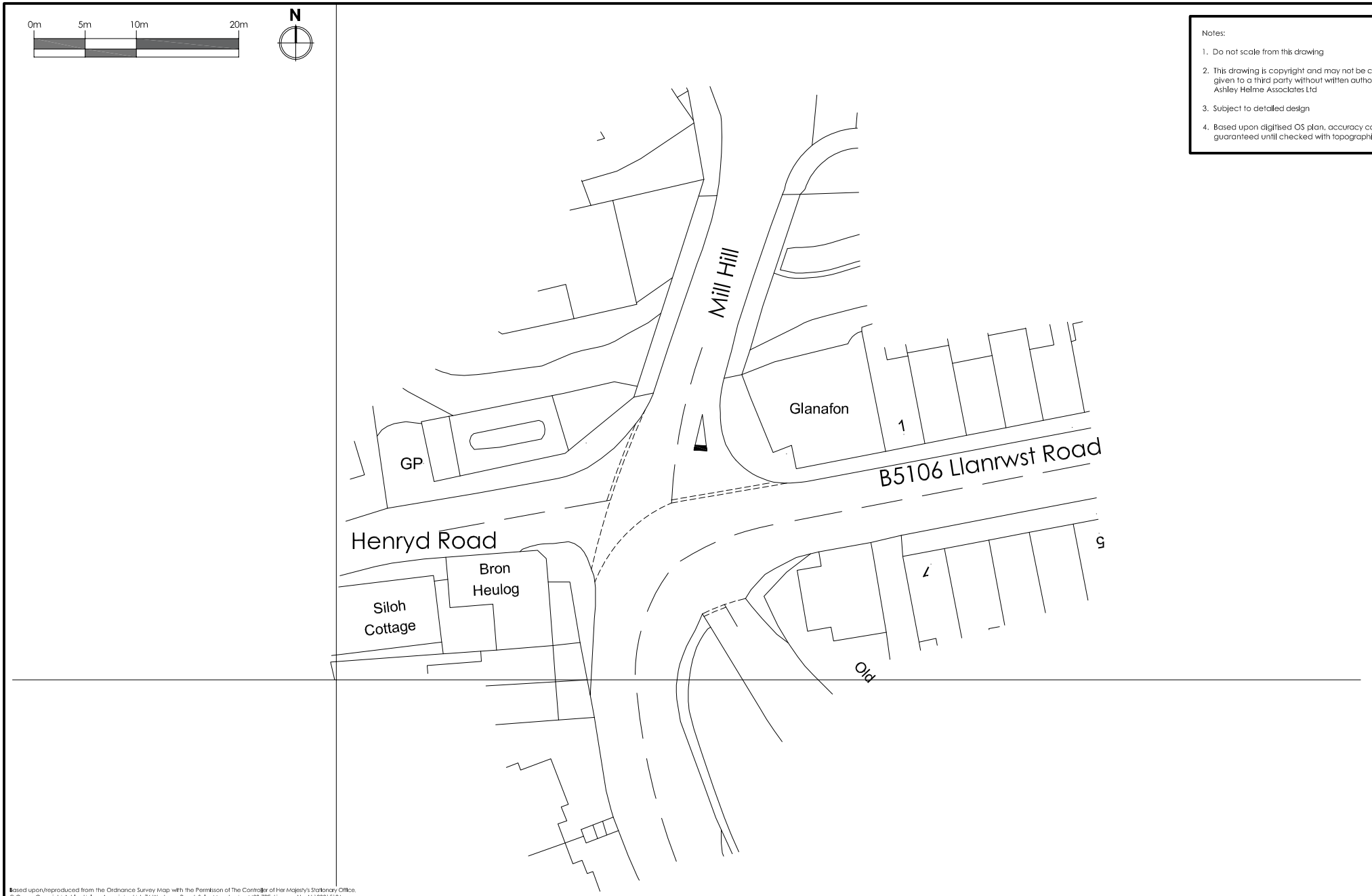
2025 to 2035 <Year of Opening>

AM peak period: 1.0953

PM peak period: 1.0925

Average of AM and PM peak period: 1.0939

Drawings



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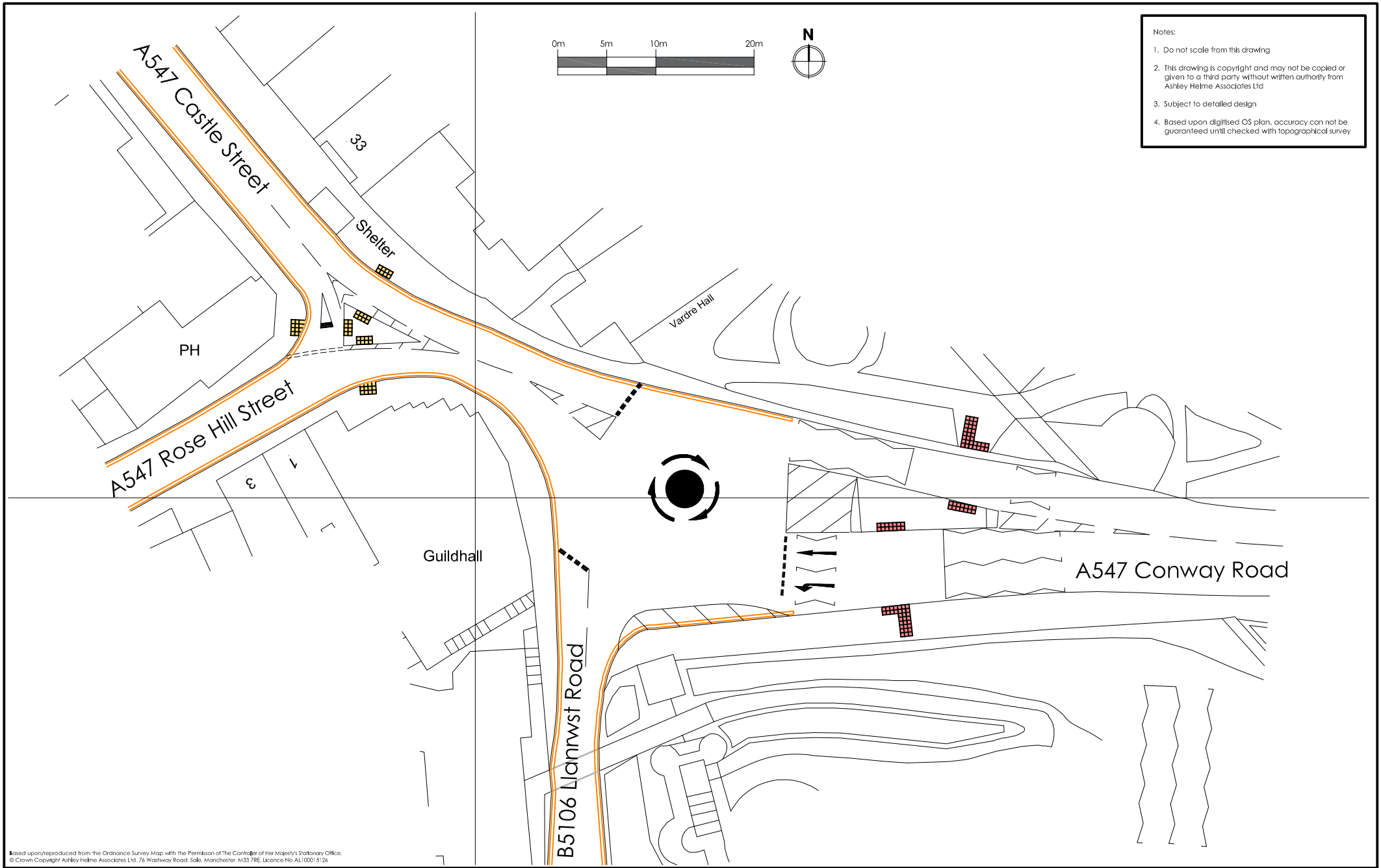
3. Subject to detailed design
4. Based upon digitised OS plan, accuracy can not be guaranteed until checked with topographical survey

Project: LLANRWST ROAD, CONWY	Title: EXISTING JUNCTION ARRANGEMENTS: STUDY JUNCTION 2	Drawing No: 1816/03	Rev:
Client: ADRA (TAI) CYFYNGEDIG		Date: JUNE 2025	Scale: 1:500@A4

ASHLEY HELME ASSOCIATES



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Project: LLANRWST ROAD, CONWY	Title: EXISTING JUNCTION ARRANGEMENTS: STUDY JUNCTION 3 + 4	Drawing No: 1816/04	Rev:
Client: ADRA (TAI) CYFYNGEDIG		Date: JUNE 2025	Scale: 1:500@A4

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0m 5m 10m 20m

N

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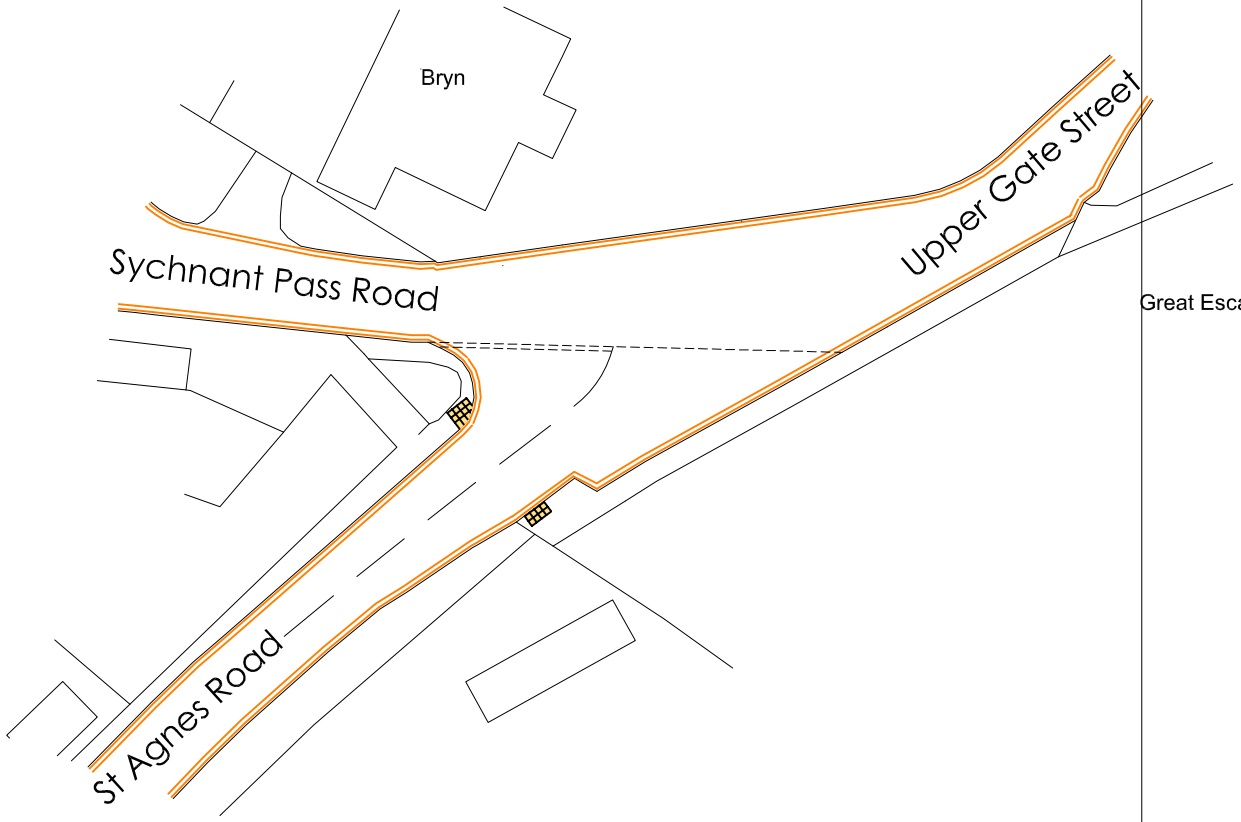
4. Based upon digitised OS plan, accuracy can not be guaranteed until checked with topographical survey



Project: LLANRWST ROAD, CONWY	Title: EXISTING JUNCTION ARRANGEMENTS: STUDY JUNCTION 5	Drawing No: 1816/05	Rev:
Client: ADRA (TAI) CYFYNGEDIG		Date: JUNE 2025	Scale: 1:500@A4

ASHLEY HELME ASSOCIATES

0m 5m 10m 15m 20m 30m 40m 50m

N

Introduce a hard standing area with a bus stop and cantilever bus shelter on both sides of Llanrwst Road.

Proposed pedestrian/cycle link to Isgoed. Internal footway/cycle link to be provided within the Site along desire line.

Speed limit changes from 20mph to 40mph to the south of the proposed Site access

Key:

- 2.4m x 43m visibility splay
- 46m stopping sight distance (bonnet correction applied)
- 2.4m x 42m visibility splay
- 45m stopping sight distance (bonnet correction applied)
- Visibility to tangent
- 2.4m x 65m visibility splay (maximum achievable)
- 2.4m x 76m visibility splay (maximum achievable)
- Proposed kerbline
- Proposed road markings
- Existing road markings
- Existing driveway/access

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SCALE 1:500

Project: LLANRWST ROAD, CONWY	Title: PROPOSED ACCESS ARRANGEMENTS	Drawing No: 1816/06	Rev: A
Client: ADRA (TAI) CYFYNGEDIG		Date: AUGUST 2025	Scale: 1:1000

ASHLEY HELME ASSOCIATES

Telephone 0161 972 0552
Email aha@ashleyhelme.co.uk
Website www.ashleyhelme.co.uk
Address 76 Washway Road, Sale, Manchester, M33 7RE

0m 5m 10m 15m 20m 30m 40m 50m

N

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Introduce dropped kerb and tactile paving

Introduce dropped kerb and tactile paving

Introduce dropped kerb and tactile paving

Introduce dropped kerb and tactile paving

Introduce a hard standing area with a bus stop and cantilever bus shelter on both sides of Llanrwst Road.

Introduce dropped kerb to allow cyclists to continue along the carriageway.

Proposed pedestrian/cycle link to Isgoed. Internal footway/cycle link to be provided within the Site along desire line.

Mill Hill
B5106 Llanrwst Road
Henryd Road
Glanafon
GP
Bron Heulog
Siloh Cottage
Bryn Celyn
Old Toll House
NEW STREET
BRYN-SEIRI ROAD
BRYN TIRION PARK
ISGOED
BERTH-Y-GLYD
TCB
T70-C1
T71-B1
T72-B1
T74-C1
T73-C1
T75-C1
T69-U
T68-C1
T67-U
T66-B1

Project: LLANRWST ROAD, CONWY	Title: PROPOSED PEDESTRIAN AND BUS STOP IMPROVEMENTS	Drawing No: 1816/07	Rev:
Client: ADRA (TAI) CYFYNGEDIG		Date: NOVEMBER 2025	Scale: 1:500@A2

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Address 76 Washway Road, Sale, Manchester, M33 7RE

0m 5m 10m 15m 20m 30m 40m 50m

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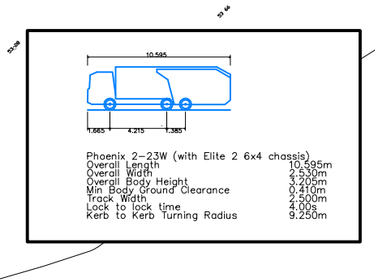
3. Subject to detailed design
4. Based upon topographical survey and OS plan

T4-C1
T3-B1
T2-B1
T6-B1
T7-B1
T1-B1
B5106



Project: LLANRWST ROAD, CONWY	Title: SWEPT PATH ANALYSIS: REFUSE VEHICLE	Drg No: 1816/SP/O1	Rev: A
Client: ADRA (TAI) CYFYNGEGIG		Date: AUGUST 2025	Scale: 1:500@A2

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